



MEET THE  
HOBBY ISSUE

[www.oldcarsweekly.com](http://www.oldcarsweekly.com)

Vol. 49, No. 1  
January 2, 2020

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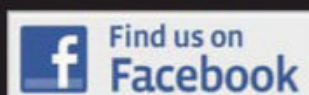
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MEET THE HOBBY ISSUE

# Old Cars

Vol. 49, No. 1  
January 2, 2020  
[www.oldcarsweekly.com](http://www.oldcarsweekly.com)

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WITH

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- VanDerBrink Auctions
- Grundy

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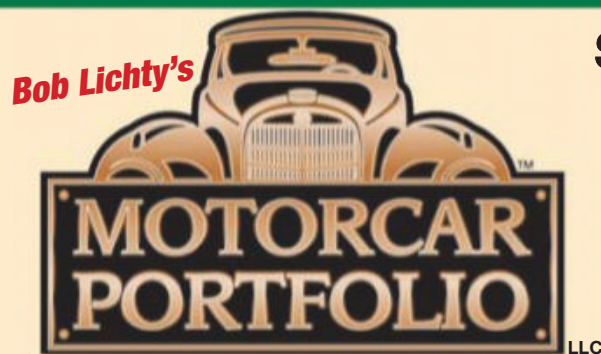


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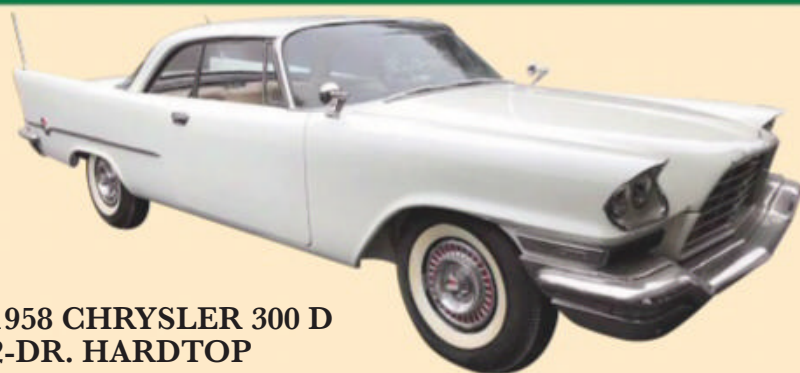




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# A 20/20 look at the hobby heading into 2020

**T**his annual “Meet the Hobby” issue starts off the year 2020 with a look at the collector vehicle hobby through the eyes of industry experts and enthusiasts. Usually, this issue really concentrates on the trends in the hobby, but this year, we stepped back and also asked hobby figure heads a little about themselves. Hopefully, it helps you get to know a little more about the people that you do business with in your own hobby. There’s also an article on *Old Cars* reader and Nash collector Dan Hill to add a little balance to the business side of the issue.

So, what are hobby experts talking about? Trends, values and engaging younger hobbyists remain at the top of the list, as they seem to do each year. Incidentally, this issue followed Hagerty’s recent article declaring that millennials (those people reaching young adulthood in the early 21st century) are Hagerty’s third-largest requestors of classic car insurance quotes. (Boomers and Gen X’ers make up Hagerty’s first- and second-largest groups of requestors, in that order.) You’ll see references to this new information from Hagerty within several articles in this issue.

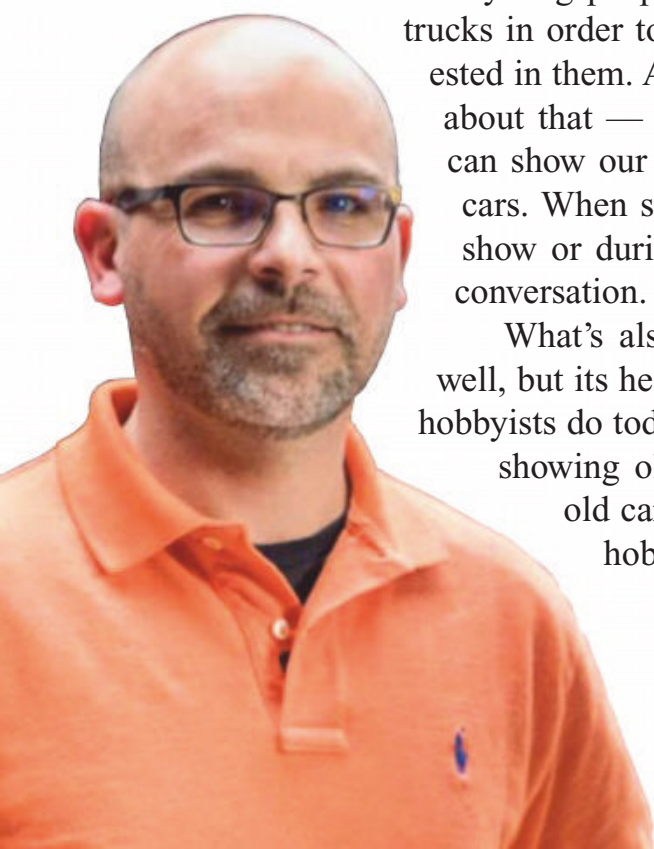
What is interesting to note, however, is that millennials represent Hagerty’s fastest-growing group with a 12 percent increase overall during 2019. The list of vehicles millennials are inquiring about insuring isn’t entirely surprising; at the top is the 1973-’87 Chevrolet C/K truck followed by the 1965-’66 Ford Mustang; 1967-’72 Chevrolet C/K; 1987-1993 Mustang; 1994-2004 Mustang; 1968-’72 Chevrolet Chevelle; 1973-’79 Ford F-Series; 1968-1979 VW Beetle; 1974-1982 Chevrolet Corvette; and the 1967-’69 Chevrolet Camaro.

Most of the vehicles on Hagerty’s list are cars and trucks that people who matured in the early 2000s regularly experienced on the road or on the screen during the formative years of their adulthood. Many are also relatively affordable compared to muscle cars, most sports cars and CCCA Full Classics.

What is clear is something we’ve talked about in previous *Old Cars* issues — young people need to be exposed to old cars and trucks in order to appreciate them and to become interested in them. And we as car owners can do something about that — we can drive our cars on the road, we can show our cars and maybe even give rides in our cars. When someone acts interested in our cars at a show or during a gas stop, we can engage them in conversation.

What’s also clear is that the hobby is alive and well, but its health tomorrow depends on what current hobbyists do today in order to keep it that way. Luckily, showing old cars, sharing old trucks and talking old cars and trucks is already what makes the hobby a joy to be a part of.

*Angelo Van Bogart*  
Angelo Van Bogart, Editor



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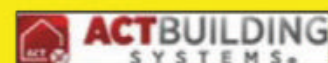
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# Sound Your Horn



## Where are more '40 Ford Fordors?



In the Nov. 14 issue, Angelo Van Bogart's editor's note entitled "In Defense of Four Doors" talked about four-doors being relegated to second-class status by some. I think in recent years, since the survivor car market has become popular, that the old four-doors are coming back. In the past, cars such as my 1940 Ford Deluxe four-door sedan would be headed to the junk yard. When that 85-hp flathead gasped its last, no young guy wanted a four-door hot rod. I restored my Ford back to original with only 58,000 miles on the original engine.

I would be very interested in any information on other sedans out there that match my 1940's make and model. In 30 years, I have only seen one other 1940 Ford four-door sedan and it was a street rod.

*Joseph Richardson, Tucson, Ariz.*

## New '58 Bel Air was his worst car

I am writing about the 1958 Chevrolet Bel Air article in which Gene Schneider later responded with a letter in "Sound Your Horn." I met Gene when we attended the Vintage Chevrolet Club of America Early Six-Cylinder Tours and would like to thank him for all the information he gave me on the six-cylinder Chevy cars.

In regard to the '58 Chevys, I bought a new Bel Air two-door hardtop with a 283-cid V-8 and Turboglide transmission. The motor used a quart of oil every 1,000 miles and the transmission was worked on by Chevrolet nine times in 9,000 miles. When you got in the Chevy and put it in gear, there was a 50 percent chance it would not move. This '58 Chevy was the worst car I ever owned.

In reference to the article on the 1950 Chevy pickup, I rebuilt a 1953 Chevy pickup in 1957, then I sold it in 1962. I listed it in the local farm paper and sold it right away. I was told that Chevys, with their enclosed drive shaft, were the only trucks that could be driven in the hay field as the hay would not wind around the drive shaft.

*Bill Taggart, Bellevue, Ohio*

**See Sound Your Horn, page 12**



## Reader Wheels



Joe Immler, of Massillon, Ohio, owns this beautiful Cayuga Blue 1941 Ford DeLuxe coupe.



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Yvette VanDerBrink says, "It's always fun to work with families to show them treasures that they have and the value of what they have been collecting. There are so many people that don't realize what they have until often it's us, that's lets them know they have a treasure." One of these instances was the now infamous, Lambrecht Chevrolet auction in Pierce, NE in 2013. Yvette worked with the family, and turned what they thought was a "not a big deal" into noted as #3 Most Earth Shattering Auction in the World. Over 20,000 people ventured to a soybean field in Nebraska for a chance to see New Chevrolet cars and trucks that had been squirreled away by Mr. Ray Lambrecht. VanDerBrink Auctions worked with 4 huge family collections that not only were successful auctions, but all hit the national news and went viral with marketing and just the amazement of the collection. The Coyote Johnson Muscle Car Hoard auction was sold in Sept. 2019 and was an amazing story in itself. Coyote has hidden away 100 plus muscle cars for over 40 years and his family didn't even know what he had! Coyote called Yvette VanDerBrink and they worked together to gather muscle car fans from all over the world with over 2100 registered bidders and it was conducted live and online with over 7000 people flooding into the little town of Red Oak,

IA for their chance to buy one of the collection. The auction was a huge success and Coyote is working to retirement and thankful for the experience and personal attention that VanDerBrink Auctions put into his auction.

The James Graham Auction was another huge Barnfind auction that VanDerBrink Auctions conducted and made a huge success. Yvette VanDerBrink, loves working with Barn Finds, and James Graham had over 275 vehicles tucked away on his farm. He passed away and Yvette VanDerBrink was put on the task of liquidating this huge collection. Antique Tractors, Collector Cars, parts and more. 110 of the vehicles were inside and everything had to be moved and lined up. There was everything from a 1959 Cadillac to John Deere Tractors. The auction took months to prepare for and with VanDerBrink's Marketing skills was a success and also made National News and thousands flocked to the small town of Beardslay, MN for the auction.

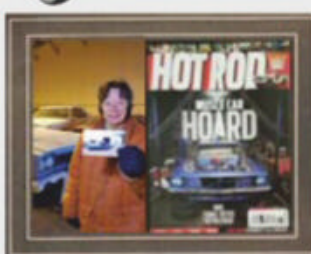
The Dickenson Collection was early motorcycles, cars, antiques, and hundreds of early parts tucked away in buildings at the acreage. It was piled on top of layers and many years of collecting. As they dug out the treasures, early motorcycles were found in the hayloft. Early Indian motorcycles, Wagner motorcycles, and many RARE parts were found. Motorcycle enthusiasts were well attended and paid up in the rain for their chance of the collection. A 1929 Indian Frame sold for \$27,000 with a 4 cylinder motor to Slovakia, Rare Wagner Motorcycles that were built in St. Paul, MN went back to local collections and museums. Many bidders from all over the US and world were online and in person bidding on cars, bikes, and more of this amazing Dickenson Collection in July 2019 in Zimmerman, MN.

The Olson Family in Wisconsin had a shed with approx. 40 vehicles covered in Raccoon poop. They saw no value but were told to call Yvette VanDerBrink-VanDerBrink Auctions, She'll help you. Yvette VanDerBrink let them know the good news! 5 Exceptionally rare and sought-after cars including 2 1959 Cadillac Eldorado Biarritz Convertibles, a 1953 Buick Skylark Convertible, and more 1959 Cadillacs. What the family was scrap, brought over \$275,000 for the family in an Online Only Auction.

If you are thinking of having an auction and selling your collection, Land, Farm, or settling an estate, VanDerBrink Auctions, LLC has a proven track record to turn your assets into cash. Give us a call and let's talk about how we can help you. There are so many examples we can show you on how VanDerBrink Auctions, LLC can work for you. Yvette VanDerBrink, also understands personally how an auction works. "I've been on both sides. I've had an auction myself, so I understand all the emotions that are involved with selling. I've also sold several close friend's collections, and also my Dad's famous 1957 Chevrolet Collection in 2003. So, I understand how important of a decision it is to have an auction and what is involved. "It doesn't matter if your collection is in a field, museum, or scattered on a farm hidden in buildings, VanDerBrink Auctions, LLC wants to work with you and your collection. Give us a call or email today. yvette@vanderbrinkauctions.com or 605-201-7005 www.vanderbrinkauctions.com



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## 1957 Ford three-speeds, not two

The automatic transmissions in 1957 Ford Rancheros were three-speeds, not two-speeds, as stated in the Dec. 5 “Light-Duty Trucking” column. Less-than-full-throttle starts were sluggish in second gear, though, giving the impression of a two-speed. My mother had a 1957 Fairlane 500 with a 292-cid V-8 that she bought new.

*Jim Gould, via email*

## T-Bird owner fends off punks

I thought that I would share the story of what happened to me, at a local car show, a few years ago. Every Saturday, weather permitting, a couple hundred cars gather at a local shopping center. I once attended with my 1962 Ford Thunderbird convertible. Now, I’m not the lawn chair enthusiast at car shows. I parked my car and proceeded to walk around, admiring the other cars. About 20 minutes later, I returned to my car to see a 6-ft.-3-inch “kid” of about 19 years old sitting in the driver’s seat, jumping up and down as high as he could. When I started yelling at the top of my lungs for him to get the hell out of the car, he indignantly started coming at me saying, “Is this your car?” When I yelled that, “Yes, it is my car,” he took off. I expected to have the old-timers chastize me for losing my temper at a family event. Instead, I was praised for “someone finally standing up to those punks.” Apparently, that wasn’t the first time it had happened.

I lost interest in returning to that show or any others.

*Bob Runt, via email*

## The wear and tear from sharing old cars

I read with interest Editor Angelo Van Bogart’s observations on spectators and admirers treatment of collector cars at shows and such.

I, too, have suffered the same. My car is a 1963 unrestored survivor with some pretty spectacular original paint, but after 15 years of ownership, it has a few scars from having it on display. Not real bad, but I can notice them. Hands feeling the glossy paint, people leaning

on it when chatting with friends, cameras bouncing off the paint (the worst!), and folks grabbing the top of the door sill while looking inside. The latter was solved by always leaving my windows rolled only halfway down. That way, they can’t lean their head inside and they can only grab the top edge of the glass to view the interior.

Maybe I should enjoy the attention our car gets, but please don’t love it to death! Maybe because it isn’t a “high buck” classic, people feel like it can be handled like an old friend.

Anyway, I am less excited these days about a few people “admiring” the car than when we first got it. In fact, I often invite them to unlatch the hood or open the doors and sit inside. Then, again, I can point out a few blemishes on the car that are my fault!

*Steve Isola, Duluth, Minn.*

## One way to encourage young hobbyists

I enjoyed Angelo Van Bogart’s “Hop In” editorial on getting young folks involved.

I agree with him so much, especially about our young people and our old cars.

I’m a firm believer in opening up some of the car show registrations so that the new generation coming along can receive encouragement for their old cars. Their “old cars” are many times newer than what my generation started with, but still, they need that encouragement. Maybe not doing away with the ’49-and-older car shows, or some of the other year/age restrictions on some shows, but maybe a youth class with cars that are “fixed up.”

*Dave Mantor, Fairmount, Ind.*

## A case of mistaken Pontiac identity

After working closely with Gregg D. Merksamer on his article on our 2019 Pontiac Oakland Club International national convention, I was upset to see the caption wrong under the most important photo in the article. The photo caption under the 1926 Pontiac is wrong on both counts; it is not Jim Martin’s car, and the photo was not taken on any tour.

There were two identical 1926 Pontiacs at the show. One belongs to Jim Martin, and the other one, the one shown in the photo, belongs to Craig and Helen Marchbank, who are mentioned in the



article text. That was the most historically important car at the convention, because it belonged to POCI club founder Don Bougher, and it was because of that car he founded POCI. I have attached 2 photos I took that show that car in the hotel lobby. The photo shows the wooden case behind the car with the rusted radiator shell in it, as well as a little of the historical information presentation I had on display.

I would ask you to please print a correction about that photo in a future issue. Craig and Helen went to a lot of work, trouble and great expense to trailer that car to the convention in Gettysburg, Pa., and I feel they should be properly credited for the photo of their car.

*Ralph J. Keller, Williamsport, Pa.*

*Editor’s reply: Thank you for bringing this error to our attention. We apologize for misidentifying the 1926 Pontiac pictured in the article. We appreciate the importance of the Marchbanks’ 1926 Pontiac and their efforts to display the car at the POCI convention and deeply regret the error.*

## Dept. of Corrections

The Chevrolet Impala convertible identified as a 1971 on page 27 of the Nov. 28 issue is actually a 1972 Impala. No doubt about it!

*John Gericke, Yucaipa, Calif.*



# The Scoop

## Hobby News & Views

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### Bus museum, AACA Museum merge

**HERSHEY, Pa** \_ The AACA Museum's Board of Directors has signed an agreement to merge the Museum of Bus Transportation (MOBT) into the AACA Museum, Inc. The deal brings to a conclusion a process that began approximately six months ago. The MOBT will cease to exist as a separate entity as of January 1, 2020, with its work and mission continued within the structure of the AACA Museum, Inc.

"The MOBT came to us earlier this year with the idea to merge their organization into the AACA Museum, Inc. Both sides did their due diligence and concluded that we could make it work. We are pleased to welcome the members of the Museum of Bus Transportation to the AACA Museum and look forward to a productive future furthering our shared mission," said AACA Museum President Hank Hallowell.

MOBT President John Oakman added, "We're proud of our association with the museum, which is a nationally respected institution as well as a Smithsonian Affiliate. We are thrilled that they want us to join them. The museum's logo has long had buses on it and they've come to value the people that our collection and exhibitions attract."

Founded in 1994, the MOBT has a long involvement with the AACA Museum. During the capital campaign to construct the building, the MOBT provided support by paying in \$500,000 for a multi-year, paid-up lease. That payment helped



AACA Museum photo

**A fleet of historic busses have found a permanent home at the AACA Museum.**

to assure that the museum would be built and opened to the public in 2003, and it provided the MOBT with space to display its collection of historic buses in the lower-level gallery.

The MOBT currently has a fleet of 40 historic buses ranging from a 1908 White to a 2009 battery-powered Proterra. Approximately a dozen are displayed at the museum in Hershey while the rest are stored in a MOBT-owned annex building adjacent to Hershey. The MOBT joins the Tucker Automot-

## Weathered Wheels

Steve Isola spotted this second-generation 1975 Chevrolet Monte Carlo restoration project a few months back. "These cars really had interesting, pronounced sculpted lines," Isola says. "My favorite, though, has to be the first-generation 1970-1972 Monte Carlos that had elegant, restrained design that were really quite handsome."





# The Scoop

bile Club of America (TACA) which merged with the museum two years ago and whose members are now part of the AACA Museum. Hallowell is hopeful that this change will bring stability and growth for all involved. “The MOBT was critical to the opening of the AACA Museum, and we appreciate their partnership,” he said. “We are happy anytime we can strengthen our position and increase our ability to fulfill our mission of educating and entertaining the public relative to transportation history. The MOBT is a good fit in all of these areas, and we are pleased to have them as part of our museum family.”

## Pebble Beach to reunite winners

**PEBBLE BEACH, Calif.** \_ To celebrate its 70th anniversary, the Pebble Beach Concours is inviting its former Best of Show winners to return for the 2020 event on Aug. 16.

“Each of these cars is special in its own right,” said Concours Chairman Sandra Button. “Many were the epitome of elegance in their day, or they exhibited the latest technology. They made history when new — and they also made history right here, winning the Pebble Beach Concours d’Elegance.

“In a way they define us. So a celebration of the concours is, naturally, a celebration of these cars.”

The show field will be filled with other features as well. Cars with coachwork by Pininfarina, founded in 1930, will compete in multiple classes. Talbot-Lago Grand Sports will be on display. Porsche 917 racing greats will be showcased, as will Miller-powered cars and winners of the Carrera Panamericana. From the antique era, early electrics take to the field. And from the postwar era, there will be a special class for Iso Rivoltas.

Car owners hoping to show their vehicles can send a description of their car to [entries@pebblebeachconcours.net](mailto:entries@pebblebeachconcours.net). For more information, visit [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net).

## Tractors take spotlight at Mecum sale

**DAVENPORT, Iowa** \_ More than 2,700 lots of tractors, vintage trucks, signs and farm relics crossed the auction block at Mecum’s Gone Farmin’ Fall Premier in Davenport, Iowa, Nov. 6-9. The overall sales from the four-day, action-packed event, which featured 20 private collections, reached nearly \$10 million with a 96% sell-through rate.

The Gas Traction Company Big Four 30 topped the event with a \$315,000 sale. Other top sellers include two Minneapolis-Moline UDLX Comfortactors that sold for \$157,500 and \$147,000, respectively. The 1934 Ford Roadster, one of only three known to exist, sold for \$104,500. In addition, the 1926 Fordson Prototype, the first heavy-duty two-ton truck ever built by Ford, made its way into the top 10 sales list as well with a \$90,750 sale.

## Chevy Suburban gets star treatment

**HOLLYWOOD** \_ The Chevrolet Suburban SUV became the first motor vehicle to be given a Hollywood Award of Excellence. The award star is located on Hollywood Boulevard and Highland under the Dolby Arches, near the Walk of Fame. An award of excellence star is slightly different from a Walk of Fame star because Chevrolet can use its logo on it. Such symbols are not allowed on Walk of Fame stars.

The Chevy Suburban began its movie career in 1952 and has been seen in more than 1,750 films and TV series. **OC**

# Wreck of the Week



A new-looking 1960 Chevrolet Impala kissed the end of a concert bridge somewhere in Pennsylvania. Judging by the reaction of the onlookers, the damage to car and driver was not tragic.

Rusty Herfocher collection



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## Reader Photo

Coy Thomas has a knack for finding cool old photos of cars. Coy was at again when he sent us this great shot of a young man on the fender of a handsome 1929 Hudson sedan. We don't know the exact date or location of the photo, or the name of the boy, but the 1929 license plate says the car was from Missouri. The 1929 Hudson Six was dubbed the "The Greater Hudson" by the company after it dropped its "Super Six" label. Among the developments for the model year were larger windshields and shatterproof glass.







**Q.** In answer to Dave Snyder's request (14 Nov. Q&A) about preservation of the Landau top on his 1997 Mercury: If the top is black vinyl, I can recommend Forever BLACK Black-Top gel (<http://forevercarcare.com/products.html>), part no. FB813. I began using this in 1973 on my 1972 El Camino's black vinyl top. After 200,000 miles and 20 years, the top still looked new. I treated the top about once a year. I've currently been using the same product on my 1971 El Camino that I have owned since 2006. Never use silicone or oil-based products on a vinyl top.

If you use the product note that it is a very permanent stain [and] rubber gloves are a must. Clean up overage on chrome and painted surfaces with alcohol before complete drying. I found using a shoe brush worked better than the supplied sponge. Make sure the top is clean and dry before applying. I don't buff my top as I like a satin finish look rather than polished gloss.

— Chuck Klein, [www.chuckklein.com](http://www.chuckklein.com)

**Q.** I bought a 1971 Mercury Mon-tego from a co-worker in 1978 and it had a nasty gash in the black vinyl roof. It was easily and repaired with a kit available for that purpose. A three-step process: (1) heat area with a hairdryer, (2) squeeze the black goo into the crack, (3) apply the pattern template over the affected area. Once it dried and the pattern patch was removed it was truly indistinguishable from the surrounding roof material.

— Charles Farley, via email

**Q.** It's only my opinion, but on Dave Snyder's Mercury [vinyl top,] it sounds like a pretty pristine car and I have done body work and painted cars for about 47 years. I'm willing to bet there's a lot more dry rot splits than

he can see and I think he should just pay for a new top before it starts to rust.

— Arnold Maunu, Bailey, Colo.

**A.** Thank you all for your advice. I've never had a vinyl-roof car, so I can't add any wisdom from experience. Black-Top gel appears to be a rejuvenation product for sun-baked vinyl. It's not clear how well it would seal Dave Snyder's "small splits." Since Charles Farley's repair kit fixed his "nasty gash," it could work for small splits, perhaps followed by Black-Top gel as a preservative measure. Of course, replacing the entire vinyl top would be a more certain, though more costly remedy.

**Q.** In regards to Terry Golda's interest in the number of Chev Nomads produced (Nov. 28), I have the following information for him: a quick internet search showed about 8,500 Chevy Nomad wagons were produced. A phone call to a friend revealed that in fact his dad did work at the Fisher Body plant in Cleveland and he confirmed that number was very close, as he was a young supervisor at that time.

— Scott G. Peterson, Duluth, Minn.

**A.** Thanks for checking into and verifying that. Gene Schneider, our Chevy guru, has also come through with some in-depth details. Read on.

**Q.** In response to Terry Golda's question about his 1955 Chevrolet Nomad, "CL30" does indicate it was the 30th Nomad body assembled at the Cleveland Ohio Fisher Body plant. Yes, all Chevrolet station wagon and sedan delivery bodies were made at that plant in 1955 and convertibles at the Lansing, Mich., plant. From there they were shipped to the many assembly plants.

The serial number indicates its final assembly would have been at the Janesville, Wis., assembly plant in February

of 1955. My 1955 Bel Air sedan was assembled at the Janesville plant on Jan. 20 and had serial number 56884, compared to your Nomad's 63032. That would also put it into the time frame for the start of Nomad production, February of 1955. Rumor is that the first few hundred 1955 Nomad bodies were semi-hand-built, so it is possible a body built in Cleveland did not arrive at the various assembly plants for some time.

The first run of 1955s had the knuckle-breaker tail gate handle, with the finger opening enlarged for the later models. I even have to be careful when opening and closing the tail gate of my 1957 Nomad so my fingers will not bind-up in the handle.

I doubt if a Chevrolet GM executive would have owned his car, because the executives lived in Michigan and would have had Flint-assembled cars. It could have been a plant manager or [other important person].

The coral and gray cars had an interior color change later in the year, with the instrument panel, steering wheel and carpeting changed from coral to gray. You will also note the car will not have dual exhaust, which was part of the Power Pack option. Wagons with Power Pack, dual exhaust and a four-barrel carburetor did not have dual exhaust in 1955 due to lack of clearance for the right tail pipe, as the gas tank was in the way. That was "corrected" in 1956.

— Gene Schneider, West Allis, Wis.

**A.** Gene, as I've said before, there is nothing you don't know about Chevys. Thank you for being our faithful fount of knowledge.

To submit questions to this column: E-mail [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com) or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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# 10 Questions With ... Jim Grundy

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Company CEO Jim Grundy always has his finger on the pulse of the hobby. It’s both his job and a passion — he’s a devoted hobbyist himself. He’s also a fun guy to talk cars with. *Old Cars* recently caught up with Jim and gave him our “10 Questions With ...” treatment.

**Old Cars:** Have there been any trends in the collector car insurance world that have surprised you recently?

**Jim Grundy:** Yeah, global warming! [laughs] The escalation of losses from catastrophic weather-related incidents has really been where our focus has been ... All the wildfires out West, the flooding in the middle of the country, the hurricanes ... it’s been a pretty tough few years and we’ve tried to step up whenever we were called upon. We’ve paid tens of millions of dollars just in claims from the wildfires on the West Coast. It’s all a combination of events that’s pretty easily tied back to the concept of global warming.

That’s on the claims side, but on other side, which is what’s going on in the collector car world, we still see it growing. A decade ago we did a pretty good analysis of how many collector cars there were in the United States and at the time it was about 18 million, and today that number has escalated to almost 25 millions. [The growth] is an interesting combination of things. One is the forever concept that an antique car is one that is 25 years old or older. That concept, of course was developed in the ’70s when it was pretty much defining cars of the post-World War II era... ... Moving that concept forward to 2019 we’re now dealing with 1995 cars, 1994 cars, meeting the definition of antique, which, as you might imagine, embraces an awful lot of cars that might be ‘used’ rather than ‘collectible.’ But still, the bottom line is the number of people and collectible cars has grown probably 40 percent in the last decade. That’s automatically good for us, absolutely! [laughs]

**Old Cars:** Have you noticed any changes in demographics among your customers?

**Jim Grundy:** What we’ve all seen is the evolution of the



modern sports car. The leader of that was what we’ll call the “modest” Ferraris of a decade ago, when every young technology guy who had made his first pot full of money had to display his wealth with a supercar, so that’s when they got Ferraris .... And then they jumped to Porsches and we’ve seen an onslaught of 911s like we never thought we’d see and putting values on cars multiple times what we thought we’d ever see years ago. What was typically a gray hair gentleman’s hobby, now the guy buying one of these super cars is between 34 and 38 years old, which bodes wonderfully for the future of the hobby. These young guys will mature and become more sophisticated in their tastes and become more intrigued with the earlier cars.

**Old Cars:** What kind of trends are you seeing regarding ’80s and ’90s cars that are now considered collectible?

**Jim Grundy:** The trend right now is entry-level collector car enthusiasts are interested in much more performance and drivable cars, whether you’re talking about American muscle or talking about European sports cars. They want things just like we did. When I was starting out collecting cars myself 35-40 years ago, I was interested in what I could relate to, which was American muscle cars that saw when I was 16 and couldn’t afford. Guys today are doing the exact same thing, collecting things they can now afford and relate to.

**Old Cars:** Are you seeing any less activity with the early cars?

**Jim Grundy:** When you get into prewar cars, I think it’s the same thing that I said about sports cars and the usability factor. I’m a brass-era car collector which, by definition, is 1915 and earlier. That’s kind of one group. Then from 1916 to post World War I — or about 1925-’26 — that was kind of a dormant era in car evolution because of WWI, and then the grand Classics came along, the ‘Duesenberg era’ we’ll call it. We’ve seen the grand Classics have been pretty flat or even



declining in the past couple years. Entirely conversely, with the brass-era cars, there has been a big increase in interest and almost every time — and they made so few of them you don't have to have a lot of demand — but when these cars are offered, you rarely, if ever, see one being passed on the auction block, and most of them are traded privately. With the big Classics, I think it's a function of drivability and maturity among collectors. They've been pretty flat and it will take a maturing of the new breed of car collectors to appreciate them and an evolution in their financial status, because historically these are the most expensive cars.

**Old Cars:** What's new on the street rod front? Have there been any changes in that market on the insurance side?

**Jim Grundy:** We're the largest insurer of street rods, by far. I'm not sure how that evolved, but we were probably first to embrace them as a significant part of the hobby. There is still demand and we still see them trade regularly, and I think auction companies, particularly companies like Mecum, have embraced that area and it's here to stay. The best part of the street rod world is, because the car is modified, the guy who gets into street rods has a certain poetic license to build anything he can imagine, and if it's done well, it will be received well ... I think it's been steady, and just as we see in other car groupings, the best of the best are the ones that are likely to maintain the greatest interest and the strongest values. You know, steel bodies are preferred over fiberglass ... period engine builds over modern replacement engines. [The ones more in demand are] akin to what started the whole street rod passion in the first place.

**Old Cars:** What advice do you give car owners regarding appraisals?

**Jim Grundy:** Historically we have been a company that hasn't advertised that we need an appraisal to accurately calculate the value of a car. The reason for an appraisal, or multiple ones, is for insurance, but that's only if the underwriter requests it. Another reason is for an estate plan, the other is peace of mind. You get a second opinion in your own planning for your own choice of insurance. We encourage people to get appraisals, we just don't require it. There are so many sources of information on car valuation now... and of course everybody knows what they pay for something and what they paid restoring it.

**Old Cars:** What was your first car?

**Jim Grundy:** A woodie wagon! It was a Ford, I can't think of the year but it was one of the last ones they made. A '50-something. My dad had it and he put a 390 Marauder in it and took me out to a sand lot at a big dump to learn to drive it. He said, 'You're going to learn to spin the tires here so don't do it on the road.' I eventually took it to a junk yard. They weren't worth anything in those days."

**Old Cars:** What is the favorite car you have owned?

**Jim Grundy:** People ask me that question, and depends on what I am doing! With brass cars for touring, it would be a 1908 Lozier. It's got 760-cubic-inch

T-head power in a car that runs like a Freightliner. If we're talking about going to brunch on Sunday morning, it's an XK-140 Jaguar [laughs]. And driving to work every day: Bentley GT! And life is good!

**Old Cars:** Why the Bentley GT?

**Jim Grundy:** They do everything right, and they do it big, they do it grand, and they do it with style.

**Old Cars:** You can have any car in the world to drive for the day. You have to give it back at the end of the day. What are you picking?

**Jim Grundy:** A 4-1/2-liter supercharged Bentley. Best-driving car in the world.

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BY JOHN GUNNELL

**W**hen we went to work at *Old Cars Weekly* in 1978, the founder of the company — the late Chester L. Krause — told us about his “dream team” of people who had once worked for him and went on to other careers in the old-car industry. One of those people was Bob Lichty.

A few years later, we heard through the grapevine that Lichty was looking for a job and willing to return to Wisconsin to work for the company. He was hired and came back with lots of additional hobby knowledge that he had acquired and which greatly benefitted *Old Cars Weekly*. He also gained some notoriety for the car cartoons that he created to fill odd spaces in the *OCW* layouts.

Bob and I worked together for the next six years or so, then Bob’s taste for wanderlust took him in different directions. He worked for Carlisle Events and The Blackhawk Collection before moving to Ohio to open his own collector-car dealership called Motorcar Portfolio ([www.motorcarportfolio.com](http://www.motorcarportfolio.com)) in Canton, Ohio. With his extensive old-car industry knowledge, we felt that Lichty’s perspectives on the current state of the hobby would be appreciated by the readership going into 2020.

“We’re not going to ask you the obvious things like whether interest in pre-war cars is declining or whether the cost of restoration work these days is drastically rising,” we told Lichty. “It’s likely that most hobbyists and collectors know

# *In the Hobby* 50 Years

## Bob Lichty looks forward and back on the hobby

about those trends, so let’s talk about things that no one else discusses.”

**Old Cars:** You have been in the hobby for a long time and have worked many places in addition to running two collector car sales businesses, such as Motorcar Portfolio, which you operate today. Do you think that the collector-car field is still a place where people who love classic cars can build a career?

**Bob Lichty:** Actually, I do. My career focused on the automotive print industry, event promotion, auctions and car sales. All those areas are still alive and doing well. Maybe print media is being dominated by electronic media, but I believe there will always be a market for print as well. I think having a love and passion for whatever you do almost guarantees that you will find a path toward a rewarding career. I love what I do. I always say, “If I worked this hard at something I hated, I would be rich by now.”

**Old Cars:** Why did you get into the collector-car business in the first place, and how does this business contribute to society today? A doctor or teacher or engineer can point out how their jobs benefit mankind, but in what ways does the old-car hobby benefit humanity? How can we in the hobby do better at that next year?

**Bob Lichty:** I had no choice, because I was a “car guy” from birth. Before I knew colors, I knew every car brand that drove down our street. I went to art school specifically to work on car magazines. My first “real” job in the print industry was assistant to the publisher at *Hemming’s Motor News*. That gave me a good start, but I feel my career at *Old Cars Weekly* over about a eight-year period was the real key. Chet Krause was a wonderful mentor. As far as what the

old car contributes to society, I feel history in general is important. It puts what we do today into perspective. I don’t think enough priority is given to history. Publications like *Old Cars Weekly* and book publishers help put it all in perspective. Reporting on the news of the hobby helps the rest of us keep track as to where things are and where they’re headed. Having a hobby like old cars is truly fulfilling for many people. I have to be around old cars.

**Old Cars:** Most hobbyists say that young people aren’t coming into our hobby, but the Hagerty collector car insurance company recently reported that they get significantly more requests for quotes from “millennials” than any other group. Do you see a lot of younger people getting into the hobby in your area?

**Bob Lichty:** Yes, I agree with the insurance company. I have heard for 50 years that young people do not appreciate old cars and are not coming into the hobby. But the truth is you hear this from old people who expect young people to embrace the same cars they do. This could not be further from reality. Young folks like younger cars. I see this in the Radwood craze for ’80s and ’90s cars as an example. Folks my age regard those cars as used cars, but they are what turn ‘millennials’ on. I can remember one of my bosses early in my career referring to post-World War II cars as used cars.

**Old Cars:** Membership in car clubs is dropping almost across the spectrum of interest. Do you think this is just going to continue in 2020 or are some clubs learning new ways to reach and help potential new members? What clubs do you think are still growing?

**Bob Lichty:** The changes in club membership are part of the same problem.



Clubs that focus on one type of car or one vintage that appeals to an aging membership will surely face diminishing membership. Limit that to specific years of cars and they are doomed to seeing membership decline. But clubs that develop new ideas or welcome later-model cars will flourish. Again, clubs such as Radwood focus on the cars the younger people like that are growing in interest.

**Old Cars:** Here in Wisconsin hot rodders and hobbyists are up in arms about how the Wisconsin State Patrol is interpreting vehicle equipment laws, but on a national level, politicians are pushing electric cars and trying to outlaw fossil fuels. What do you think the biggest threats to old-car collecting will be in 2020? How can hobbyists work best to protect their right to own, drive and collect old cars next year?

**Bob Lichty:** I don't think we will see serious threats to the hobby as soon as next year. I think the electric car revolution needs years to develop into the backbone of car use, but that is likely. I hate to be pessimistic, but long-term we might see a day when older gas-powered cars will be regulated to limited facilities. That's no different than people who love horses who go to an equestrian center to enjoy their hobby. We already see clubs and tracks devoted to high-end car use and enjoyment.

**Old Cars:** Is the hobby all about auctions, high values and money in general? Or is it really driven by historical interest, nostalgia, memories, family activities and fascination with the past? What are the big motivations of the typical hobbyist and will they stay the same, grow or wane in 2020?

**Bob Lichty:** I see both areas having their place. I know people who are only about the money; cars are an investment to them and they constantly worry what their car is worth. When values took a drop this year at the big auctions, these people claimed doom and gloom and

that the market was falsely collapsing, rather than just adjusting. On the other hand, true hobbyists could care less and a decline in market values only widens the choice of cars they can afford.

**Old Cars:** How has the hobbyist changed over the years since you started in the hobby? Are the changes you see in hobbyists for the better or worse? How will hobbyists evolve in 2020?

**Bob Lichty:** I don't think hobbyists have changed terribly much. I think modified cars have become more accepted; the divide between restorers and hot rodders has become less polarized than years ago. I doubt this is bad. However, automotive history is super important. I would hate to see the day when



A look inside Motorcar Portfolio, the collector-car dealership Lichty operates in Canton, Ohio.

all older cars were resto-mods. I hope our children will always be able to see an original or well-restored example of most every car. The Antique Automobile Club of America ([www.AACA.org](http://www.AACA.org)) plays an important role in providing at least one venue where authenticity and historical value are paramount. I pray we will never see the day that AACA accepts modified cars at the Hershey meet. At Hershey we have at least one place where we can see the past in pure form.

**Old Cars:** As a hobbyist and a collector-car dealer, I'm sure you remember how it was in, say, the 1970s, when the hobby was growing. You could find cars on the street that really looked a lot older than current models, buy them for a few hundred dollars and "flip" them to a collector for a tidy profit. Can you still do this in 2020 or are the dynamics of the hobby very different now? Why don't

you see old cars on the streets anymore?

**Bob Lichty:** Yes, seeing old cars on the street as daily drivers is rare today by comparison. However, when I had my car store in California in the late 1970s, I was selling a lot of 1955-'57 and 1962-'64 cars that were easy to find. But keep in mind, they were only 15-20 years old. Go to any cruise-in today and half the cars are late-model Mustangs, Corvettes, Challengers and Camaros. So, not much has changed in that respect.

**Old Cars:** Over the years, the meaning of the word "restore" really seems to have changed. Years ago, restore used to mean you brought a car back to showroom condition. Today, a restored car has chameleon paint, 18-inch 'dub' wheels and a GM LS1 engine. What does 'restored' mean in 2020 lingo?

**Bob Lichty:** I think a true restoration by definition is still the same: the car is restored to factory-correct specifications. A car that is refurbished or turned into a highly modified (resto-mod) version of an old car is just that. It is not necessarily bad; it's just semantics. A restored car is just that — restored. It's no different than when a car is original and unre-

stored, but repainted and modified back to something like it was originally.

**Old Cars:** Does the hobby have a future? What is that future going to be like? Are the changes you've seen good or bad? What changes do you expect to see more of in 2020?

**Bob Lichty:** Of course I see the hobby having a future. It may not be the same hobby I have loved for over 50 years, but I see younger people enjoying cars as much as ever. How we enjoy old cars, which ones remain popular and whether modern high-speed highways will permit use of old cars are all questions to be answered. Change is not always bad and it just might fit your definition of fun. Let's hope our automotive historians can keep it in perspective for years to come.

OC





**W**hen the Packard Motor Car Co. in Detroit rolled out its new car models for the year, it did so in spectacular fashion. It was not alone in that celebration. Each car maker in the 1950s had its special way to trumpet its fresh offerings. Each car maker also had a special way to let its sales staff have first look at the new cars.

In Packard's case, the tradition in-

involved a major gathering of key sales personnel across the company. When the invitation went forth to dealers from coast to coast, it resulted in a scramble to make arrangements for the national cartel.

Packard set the dates of Nov. 2-3, 1951, as the Packard 25th Series Announcement to dealers. The location was the Masonic Temple in Detroit, a huge facility that more than met the car

company's space requirement for hosting a large crowd. In the gigantic auditorium, Del Delbridge and His Orchestra opened ceremonies with an overture arrangement at 1:30 p.m., Nov. 2. But before he even arrived at the site, Packard dealers had scurried to get their crews in the crowd.

Days prior, a selection of salesmen had to be made. While some made the trip, others were chosen to mind the "store" and keep each dealership operable. The trip was an incentive for the better sales experts who, by proving their worth, essentially earned the honor of heading to Detroit. What's more, each of those men (and perhaps a scant few sales ladies) were expected to drive home in a new Packard, which would be stocked by the dealership for selling.

For a good number of the sales force, quarters were arranged at Hotel Fort Shelby in Detroit, a place priding itself as "Aglow with Friendliness," which its receipts bannered. The hotel verified reservations by Pick-o-gram, defined as "instant teletype reservations to all Albert Pick hotels," a chain running

# SELLING THE '52 PACKARDS

*to those who sold them*





through at least nine major cities (mainly in the Midwest).

Among high-volume dealers, it was not uncommon to send eight men to the event. Usually that entailed the dealer himself, the vice president and stellar personnel with the inclusion of the service manager. Although not a salesman, he was good to take along in case (heaven forbid) there should be a mechanical breakdown on a new car while en route. There was another just as valid reason. When frequent customers brought their Packards to the dealership for servicing, the service manager was the best active point-of-contact with such customers, implanting the notion that the old flivver was on its last legs and that the new models were superb successors. Customers merely had to “ask the man who drove one” from the sales meeting in Detroit to find out firsthand. Once selected, a stash of dealer license plates was secured by the dealer and made ready at drive-out time upon conclusion of the Detroit event.

Transportation (often by train) was planned for the contingent. For dealer points from Buffalo through the Midwest and as far west as Seattle, Portland, San Francisco and Los Angeles, the venerable Wabash Railroad (famous for its Wabash Cannonball) and its trade-

marked “Follow the Flag” red-banner motto offered ready service with Pullman comfort along its snaking routes. A one-way ticket to Detroit from points about 500 miles away ran just under \$240 for all eight men. Tips to luggage porters were also expected but in this era, a 25-cent tip was deemed sufficient for each porter. Accounts were held by zone offices and a few privately owned distributorships (sic), which then placed the cost against the dealer. Financial experts in each dealership anticipated the second greatest accumulative cost for the gaggle of eight men would run as high as \$100 for two meals a day plus drinks for the bunch.

While on the way to Detroit by train, the zone office or distributor held an announcement dinner and meeting, peppering the whole event for all the dealership personnel from the territory. Questions were answered and key locals spoke briefly. Hours later, when the train arrived on Nov. 2, there was a scurry to the Detroit program. Following the overture, Packard’s head officials spoke

and encouraged the force from 2 p.m. to 4:30 p.m. by unveiling sales plans, costs and, in the case of the 1952 models, the additional commentary from designer Dorothy Draper, who contracted with Packard on a proposed series of display cars upholstered in her designs and special material selections. An evening gala involved more than half a dozen performers and entertainers who wowed the gargantuan audience at the Masonic Temple Auditorium. The next day, Saturday, Nov. 3 — beginning at 7:30 a.m. — busses conveyed the salesmen to the Michigan National Guard Armory where a buffet was served prior to claiming the drive-away cars registered for each dealer location.

Were all these expenses worth the cost and effort? Of course. Otherwise, Packard would have halted the idea. Was it worth it for the dealer network? By all means, yes. The obvious benefit was to stay in touch with the factory, learn the business and product and return as a happy “camper” ready to sell, sell, sell — the *Packard* way!

OC

OPPOSITE: Immediately after Packard’s dealer introduction, a press conference on Nov. 9, 1951, was held at the Packard Proving Grounds in Utica, Mich., near Detroit. Showcased at the press event were the new 1952 Packard lines.

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## CAR OF THE WEEK

[oldcarsweekly.com/car-of-the-week](http://oldcarsweekly.com/car-of-the-week)

**B**arry Jadin is only half kidding when he says he always wants to do things the hard way.

If that's the case, he certainly got his wish with his resurrected 1970 Cougar Eliminator. The car is a stunning muscle car masterpiece today, but it has traveled a long, hard road.

"I don't know, maybe it's a little bit of masochism," laughs Jadin, a resident of Appleton, Wis. "I guess that's always kind of been my M.O., even when I was younger. Anybody can just go buy something that's nice. To me, it's a lot more rewarding to take something that is a basket case and turn it into something nice. Maybe I've always been a proponent of a 'silk purse from a sow's ear' type of approach."



## FACEBOOK FEEDBACK

**Old Cars:** *Everyone remembers their first... car that is! Let's hear about your first car.*



**Victor R. Pickle:** '71 Gremlin 2-seat base model. No back seat, rear window did not open, no carpet, glove box did not have a door. 232 six, 3-speed stick, no power steering, no power brakes. My dad bought it new in the fall of '71 for \$1700. Gave it to me to drive when I got my license in October '74. I was kind of hard on it, burned the clutch and balded the tires doing burn outs.



**Denise Clumpner:** 40+ years together (1969 GTO). The longest relationship of my life!



**John Romppainen:** I was 15 in 1955. My dad paid for my first car, a 1941 Ford for \$150. I had no driver's license; I drove it down main St. in Hancock, MI. I had the yellow line down the center of the car, but I got it home. My sister & 2 foster children are in front of it.



**Tom Gillespie:** '55 Roadmaster - \$800 in '77.



**Keith Mitchell:** I still have mine... still going strong.



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## Marmon gets a worthy restoration from devoted owner

Some cars keep rolling along and, at times, in the least-expected venues. So it was with the 1923 Marmon Model 34B currently elaborated upon by Marc Poons in his article appearing in the July-August 2019 edition of *The Marmon News*, released by The Marmon Club c/o George Bradley (MarmonMembership@gmail.com).

As the cover car in full color, the '23 is a dazzler. Poons, a resident of Belgium, bought the car at auction in 2014. He'd fallen in admiration of it when it was advertised for sale at Britain's Imperial War Museum (Duxford). The car appeared to be one of a mere seven survivors of the 170 Marmons that saw light of day in that production run.

Poons discovered the Marmon was used in the French motion picture "The Great Gatsby" in 1974. Moreso, it was in two English television series in 1983 and 1993. Deepening its provenance, the Marmon took part in the 1979 Paris-Deauville rally by then-owner Roy Middleton.

With such a pedigree of appearances, Poons determined to take the car, already in decent condition, and follow through with an extensive restoration. Bravo, that! A tip of the derby, please!



Major systems were checked and addressed from 2014 through 2018. Upgrades involved the ignition system, leather trim as needed, a re-do of wheels and brakes and other operational units. "When you read that list, you can understand I was in love with the car and perhaps a little obsessed with it," Poons noted. "The only thing I wanted to keep was the original coachwork, in its original condition." Everything else was renewed.

While the car is healthy, the owner had physical challenges that mandated adoption by a future owner. Hence, it went up for auction in August 2019.

Poons said he received "precious" help from fellow Marmon owners. Accolades for Poons were levied by the editor: "I can certainly attest to the passion with which Marc addressed the restoration of this car. No other member so frequently contacted us with probing questions about how to do things right than he did." A few names of experts were included before this final comment:

"This restoration was thorough and accurate."

Right there is a great reason there are conscious national car clubs. **OC**

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## VINTAGE AD OF THE WEEK

By M.J. Frumkin

Finding a vintage, nationally advertised new car campaign theme tied to New Year's celebrations is like searching for that proverbial needle in a haystack. But, perseverance paid off when I discovered this "needle" in the pulp pile from Jan. 9, 1956.

The quarter-page ad for the '56 Buick encouraged readers to have a "Snappy New Year" by purchasing one of its Special, Century, Super or Roadmaster models. Not only would you have "the snappiest time of your entire motoring career," there will be that "prideful good feeling" the moment you drive away from the



showroom. Among the other elements in this ad are the caricature of TV star Jackie (The Honeymooners) Gleason advertising his Buick-sponsored show on every Saturday evening. Also, the "Best Buy Buicks Yet" now offered four-season comfort by GM's Frigidaire Conditioning at a lower price.

Most Buick ads from 1956 touted the vehicle's stunning "sweep-ahead" styling and the "silent might and flash-fast response" from the new 322-cid V-8 mated with Buick's advanced variable-pitch Dynaflow transmission. Although you may not be buying a '56 Buick soon, I wish you a very happy and prosperous 2020. **OC**

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# Inside the HCFI library

## HCFI staff talks prewar car, literature trends

BY JOHN GUNNELL

**I**t's funny how things that happen when you're young resurface in another form decades later. In May 1983, myself and former *Old Cars Price Guide* editor Ken Buttolph flew to San Francisco. Kenny was planning to continue from there to the Portland Swap Meet in Oregon. I was heading to a Christie's auction in Los Angeles where Gene Storm's car collection would be sold. To emphasize how long ago it was, Storm's Duesenberg La-Grande Model J was sold at that auction for a world's record price of \$325,000! That Duesenberg would be worth millions now.

Even before we got off the plane, the old car gods were working their magic. A stewardess noticed us reading the auction catalog and asked if we were into old car auctions. When we told her where we worked, she said that she was married to Brian Jackson, who was part of the Barrett-Jackson auction house at that time. The old car gods also followed us to a side trip we had planned at a brand-new enterprise near San Ramon, Calif., called the Blackhawk Collection. Today, the Blackhawk Collection is well established.

At that time, Blackhawk was housed in a storefront and managed by a young fellow named Don Williams. He explained to us that his boss, Ken Behrings, was planning to create a community called Blackhawk that would have several classic car tie-ins. While we were talking with Williams, he received a phone call. When he came back, he informed us that a great automotive literature collector named W. Everitt Miller had just died.

Later, we learned that W. Everitt Miller was one of the founding members of the Horseless Carriage Club of

America ([www.hcca.org](http://www.hcca.org)). On Jan. 16, 1938, the HCCA's second meeting was held at the home of W. Everitt and Martha Miller on Ave. 41 in the Eaglerock section of Los Angeles, Calif. The name Horseless Carriage Club of America was voted on and a slate of club officers was chosen.

Art Towey was elected president and W. Everitt Miller was elected secretary. Miller had one of the largest automotive literature collections in the country and was always helping people with historical questions on early cars. He took over the editor role of the *Horseless Carriage Gazette* in the mid 1960s and supplied articles from his archives. He replaced Fred Hayward and then was in turn replaced by Hayward in the early 1970s.

Decades later, in March 2018, I attended the 28th Annual Prewar Swap Meet in Chickasha, Okla. While there, I came across a booth manned by D.A. "Mac" MacPherson and another member of The Automotive Research Library of the Horseless Carriage Foundation. They explained to me that the library was established in 1985 with the primary purpose of recreating the pioneer automotive research libraries of W. Everett Miller and Dr. Alfred S. Lewerenz. I did not know Dr. Lewerenz, but the name W. Everitt Smith immediately brought back memories of the 1983 trip.

The goal of the library is to make automotive research and restoration information readily available to hobbyists, restorers and scholars worldwide. Prior to June 1995, the Automotive Research Library shared space in the San Diego Automotive Museum. In August, 1995 the Library opened its own facility in the San Diego area.

The core collection of the Automotive Research Library consists of mate-



D.A. "Mac" MacPherson of the HCFI Automotive Research Library

rials scanned from automotive publications covering the years 1895 to 1960. It includes automotive literature for classics, foreign cars, trucks, sports cars and race cars. In addition to a very extensive collection of pre-World War II automotive literature, the library has a large archive of materials for post-1943 vehicles as well.

All of the publications and journals from 1895 (the earliest date) to the 1924 have been computer scanned. The list includes publications such as *Cycle and Automobile Trade Journal*, *Horseless Age*, *MoToR*, *Motor Age*, *The Automobile*, *Automotive Industries* and many others. The scanned materials represent more than 2.4 million pages and the scans are now online. Oversized publications up to 1960 editions are currently being scanned. The page-by-page scanning of this material was necessary due to the age of the publications and deterioration of the paper upon which they were printed. Owner manuals, sales catalogs, illustrated parts books and other materials have also been scanned.

Once scanned, the items are cataloged and stored where they can be effortlessly retrieved from the system with a simple keyword search. The system is



designed to utilize optical character and text recognition, so specific and detailed data retrieval is as simple as clicking a mouse. The scans can be accessed and copies can be purchased from a secure web page or directly from the library. You can click a button on the Horseless Carriage Foundation Website at [www.hcfi.org](http://www.hcfi.org) to “search & read” available periodicals or to “search & buy” copies of owner manuals and other antique automotive literature.

The HCFI takes loans of material to be scanned, as well as donations of literature. It also sells duplicate books, catalogs, manual, brochures, advertisements, etc., at events such as the Chickasha Prewar Swap Meet ([www.pwsm.com](http://www.pwsm.com)) in Chickasha, Okla.; the Horseless Carriage Club of America ([www.HCCA.org](http://www.HCCA.org)) swap meet; The Big 3 Parts Exchange ([www.big3partsexchange.com](http://www.big3partsexchange.com)) in San Diego, Calif.; and the Long Beach Model T Ford Club ([www.lbmtc.com](http://www.lbmtc.com)) swap meet in Long Beach, Calif.

D.A. MacPherson — a.k.a. Mac MacPherson — is the executive director of the HCFI Automotive Research Library. Since he plays a significant role in the historical side of the old car hobby, we asked him to help us determine trends that he saw in 2019.

## 10 Questions with the HCFI

**Old Cars:** What do library requests tell you about the prewar car hobby today?

**Mac:** I see the prewar clubs are shrinking in membership. I think that a lot of this is because the younger people today have no idea of how to take care of their vehicles. The government made schools cut out the shop and hands-on classes as requirements for public schools. The idea was to concentrate instead on all students going to college. My wife is working for a new store. For the setup crew, they hired younger men to help set up shelving and they did not even know how to use a hammer or power drill. I’ve noticed that prices of prewar vehicles are going down, instead of up, as had been the norm.

**Old Cars:** What do library requests tell you about the brands of prewar cars that

are most popular today?

**Mac:** Model A Fords and Model T Fords are still doing well because parts are still available for them due to the quantity that’s still around. Our library is seeing a slowdown of requests for prewar vehicles’ information.

**Old Cars:** It seems like every collector wants to own a car that is “different” today. Do you agree? Is this a trend that will continue?

**Mac:** I am not a collector. I have had a Model T and enough parts to put one together. I do have a 1909 E-M-F Model 30 touring car that is an unrestored car. I have seen some collectors who have many cars, but most only have one car or perhaps a few others that they are working on.

**Old Cars:** What types of auto literature are most requested?

**Mac:** Operators manuals and parts manuals and a few sales brochures.

**Old Cars:** Do you get more requests for copies of literature from individuals or from professional restorers?

**Mac:** I don’t know if the members or researchers are professional restorers or not. I think we all are restorers if we can keep our cars running.

**Old Cars:** How far have you gone with scanning 1925-1934 publications?

**Mac:** We had on loan periodicals from a long-time member. After his passing, the family donated most of them to the library. They included some magazines up to the ’50s. With them being on loan, we first concentrated on the scanning of the documents, which we have completed. We are still in the process of editing and making OCRs of them. Kevin, the other employee of the library, has been working on them when he doesn’t have other things that need to be done. They are not on the Website yet, but they are on our server.

**Old Cars:** Do hobbyists know more about their old cars today than they did years ago when the library started?

**Mac:** That’s hard to tell.

**Old Cars:** At the Chickasha Prewar Swap Meet you were selling duplicate materials. Do sales continually increase or do they go up and down?

**Mac:** The sales go up and down. Chickasha is one of the best-selling places for us, but the Bakersfield, Calif., Horseless Carriage Club of America (HCCA) Swap Meet is a close second. The Big 3 event has been very good and the last Long Beach Model T Ford Club Swap Meet was very good. I have started collecting email addresses at car shows and swap meets. Then, we send out listings of the duplicate books and the requested prices. The list is 88 pages and is sent in a PDF format. This gets it out with the least cost. I have only had three people who asked to be removed from the list.

**Old Cars:** Do you see more interest in foreign cars or domestic cars? Why do you think there is a difference, if there is at all?

**Mac:** It’s hard to tell where the cars are made today. They are using parts from all over the world.

**Old Cars:** Do certain types of literature that used to be popular drop off in popularity?

**Mac:** When I started here on Sept. 11, 2011, there were about 1,000 books here. Now, we have over 12,000 books. That does not include the Archive Documents in fireproof file cabinets (4,000-plus documents covering over 400 manufacturers, all prewar) or the sales ads cut out from early periodicals like *Saturday Evening Post* that fill another six file cabinets.

## More Info

### D. A. “Mac” MacPherson

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# 10 Questions With ... Yvette VanDerBrink



**Y**vette VanDerBrink has carved out a unique place in the old car hobby and auction landscape. The Hardwick, Minn.,-based auctioneer has become the queen of salvage yard sales and private grass-roots collections. She shuns the glitz and bright lights of the live TV sales, instead preferring to happily clamber through barns, sheds and overgrown fields often filled with relics that haven't moved under their own power in many years.

Yvette has been a longtime friend of the staff at *Old Cars* and her enthusiasm for her work and love of the old car hobby never seems to wane. We recently made her sit down long enough to answer 10 questions:

**Old Cars:** You appeared to have a very busy year, but you don't have any sales scheduled during the middle of winter. Was that break by design?

**Yvette VanDerBrink:** I try to have down time in December and January so I can go ice fishing. I love to go ice fishing and we have a cabin and we go up there a lot in the winter. And now is a good time of year to plan ahead and get ready for next year. Also in winter is when we sell farms and land if they

come up and we have a chance to do that.

This year was crazy. By the time I got done with the last one I was ready for a break. It was wild, but it was fun. The thing this year is we were chasing weather, and the weather was chasing us. But this year was a dream year. It was fun. It was awesome because we had four different barn find auctions, and those are my favorite. Like the Coyote Johnson sale we had ... those kinds of sales are my favorite.

**Old Cars:** You have found a definite niche doing sales nobody else seems to do a lot of — salvage yards, crazy on-site collections, big parts stashes. How did that evolve?

**Yvette VanDerBrink:** I grew up with this stuff. My dad was a hoarder [laughs]. I did his auction in '03 and he had 60 '57 Chevys at his place! So it was not abnormal for me to see that. When I did his auction, nobody had ever done one like that. We developed a recipe for doing those and a following and when we do things we do them a little different. It just kind of caught on.

I love working with people personally, and I just throw my heart into it. That's part of the success, I think. I definitely fell



into a niche and have to blame my dad for that.

**Old Cars:** The big Lambrecht sale (from 2013) gave you a lot of notoriety and made national news at the time. Was that a big boost for your business?

**Yvette VanDerBrink:** Absolutely. That was such an immense challenge and it really taught me a lot — streamlining, media, how many porta-pots you need for 25,000 people! That was a Noah's Arc miracle in itself. I learned a lot from that auction and it kind of gave me a better cookbook for handling these [sales]. Yes, it got me in front of a bigger audience and people who knew who I was, but they didn't go to my sales before. We've gained a little more of a following and people wonder what I'm going to stumble into next.

People have heard of us and have these collections they need to sell, they call us and say 'What are we going to do with all this?' They call us and wonder what to do ... Each one has their own challenge. Like one I just looked at is by a river. There is so much stuff, what do we do, what if it rains? Those are things we have to keep thinking of.

**Old Cars:** You gravitate toward selling off entire collections and seem to stay away from individual consignments. Why is that and do you plan to stick with that plan?

**Yvette VanDerBrink:** I have done [consignments]. I don't mind doing that. But would rather do what I'm doing [laughs]. I would rather stick with being dirty in the barn. That's more me. Most people that know me know I'm more of a dirt than diamonds kind of girl."

**Old Cars:** Are there enough collections like this out there? Are you worried the well will run dry?

**Yvette VanDerBrink:** Actually, we're gonna get more. There will be more because baby boomers my dad's age is where a lot of the collections and land and farms are. The biggest transfer of wealth ever is going on right now in America, so there is going to be more and more of these collections coming up I feel. My dad is 76, and a lot of those guys still have their collections. And I hate to say it, but it, but a lot of these guys 40 and under don't have an interest. A lot of people only have an interest if they grew up with it, or always wanted one... If you always dreamed about

something, you have a connection. If you don't have a memory or connection to an old car or tractor or something, you're not going to buy it."

**Old Cars:** What buying and value trends have you seen recently?

**Yvette VanDerBrink:** We have seen an affect in '40s and '30s — they have dropped a little bit. And '50s cars are down, too, unless they are customized, all done, ready-to-drive, turn-key.



Muscle cars are strong. People are buying back our glory days and that market is exceptionally strong. It dropped off there for a while. The recession corrected everybody, but the muscle cars have really come back. Before the recession guys might buy 10 or 15 cars in a day. Now they might buy five. They are being more selective in what they buy. And the price of iron was so high, it really cleaned out a lot of old yards. A lot of that is disappearing. I know a lot of old yards, there was nobody to buy it, nobody wanted it, and they are crushing [the cars] out.

Salvage yards [sales] still do really well. They just can't be picked apart. They need to be complete. And those are always fun. I've done many, many of those, and they are always fun.

**Old Cars:** Do you still take any flack for being a female in this business?

**Yvette VanDerBrink:** I still do. I just rip off their bidder numbers and tell them to go home. I say, "Hey, what's your bidder number? OK, it's time for you to go home. Bye! And yes I can do that because I own the place. You're done! I've done that probably in 19 years maybe six times. I'm real polite like a stewardess. "Bye-bye, time for you to come home. You're done here. You're not bidding."

**Old Cars:** What was your first car?

**Yvette VanDerBrink:** A '79 Monte Carlo. My dad gave it to me on my 18th birthday. It was a rebuilder because my dad had a salvage yard. It was black with a red crushed velour interior. It was loaded out. I loved it. I absolutely loved that car. I had a lot of fun with that car. I was pretty naughty in that car ... Before that we drove whatever ran in the salvage yard. Some of them didn't make it to school! [laughs]

**Old Cars:** What was your favorite car that you have owned?

**Yvette VanDerBrink:** I had a '69 Chevelle Super Sport convertible way back when. I loved that. Sold it. Wish I had it. Right now the favorite one that I own is a '65 Chevelle Super Sport two-door hardtop. I've had that since '03.

There was one other car that I had that I loved absolutely loved: an '85 IROC Camaro! I loved that car!

**Old Cars:** You can have any car for a day. You have to give it back at the end of the day. What are you driving?

**Yvette VanDerBrink:** Hmm. I'll say a '69 Camaro, four-speed, 396. I don't have one. I'm working on it! I've probably had six Camaros. I always sell 'em and I don't like to bid on the block. I think that's wrong ... I would buy Phantom Green or White.

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Dan (below) and Nancy Hill's current Nash fleet; the foreground shows (from left) a 1937 coupe, 1933 convertible sedan, 1930 coupe, 1932 coupe and 1929 sedan.



# Dan the Nash Man

Dan Hill: A Nash fan you 'auto' know

STORY AND PHOTOS BY ANGELO VAN BOGART

**A**bout the time America was celebrating its bicentennial, Dan Hill was just kicking off his Nash-collecting habit, even if he didn't know it. And even if it didn't start with a car built in Kenosha, Wis.

His first collector-car purchase was a 1940 Mercury four-door sedan that he bought in 1976. Hill still has the old Merc, but it's stalled in a corner of his Spencer, Wis., garage behind enough drivable Nashes to stage a small club meet.

"I bought the Merc from the guy who was the best man in my wedding," Hill says. "He had it in storage and was losing the storage so I bought it from him."

Hill likes the Mercury well enough to have kept it the last 40-some years, but Nashes are really what turns his wheels

these days. It began in 1982, six years after he bought that Mercury.

"I was on vacation and we stopped at a yard sale, flea market, in Princeton and right across the street was an ice cream stand with a 1937 Nash in front and I asked about the car," Hill said. "[The seller] started it up and it ran really rough, but it ran."

The Nash was a 1937 opera coupe, a car with the typical handsome features of its contemporaries such as Studebaker and the "low price three" (Chevy, Ford, Plymouth). Like its competitors, the 1937 Nash coupe has a five-window roof, Veed grille, streamlined body profile and pontoon fenders and more.

"When I saw the '37 opera coupe, I really liked the styling, so I bought it two weeks later."

Ownership of that 1937 Nash coupe connected Hill to other like-minded Nash fans. He became friends with a collector of Metropolitans, those diminutive British imports that were initially sold in the United States by Nash.



“A guy I hung out with in Milwaukee, he said he put money down on two Metropolitans in Colorado Springs, so we each drove out with a tow bar and towed one (Met) back,” Hill recounted. “We went out on a Friday afternoon and we were back for Sunday’s Packer football game.”

Hill bought one of the two Colorado Mets, and his friend, Chuck Anderson, bought the other.

“I gave him the first choice since he found them,” Hill said. When Anderson passed away, Hill bought that Met, too.

“Then after that (Colorado experience), they started coming to me. People notice you are into them.”

Indeed, little Mets are a bit like M&Ms and you can’t have just one or two. Today, Hill is up to four: two 1954 convertibles, a ’60 convertible and a ’56 hardtop.

Like moths to light, prewar Nashes also kept flying into Hill’s garage. A second 1937 Nash coupe followed, this one a business coupe without the opera coupe’s rear jump seats. Then there was a 1932 Nash 960 coupe, a 1929 Nash 420 sedan, a 1930 Nash 452-R rumbleseat coupe, a 1933 Nash two-door convertible sedan and a 1932 Nash Ambassador sedan project.

Both of the ’32 Nashes were saved from certain street rod doom, Hill says.

“A guy called me from Michigan and said he had a 1932 960 coupe,” Hill said. “He had originally bought it to street rod. He said, ‘I know you are into Nashes and the car I bought is too nice to street rod,’ and he was right. It still has its original paint!”

The previous owner of the 1932 Ambassador also intended to street rod the old sedan, but realized it would be a daunting task. Hill plans to someday bring the solid and intact sedan back to stock condition. In the meantime, he’s been acquiring the few parts it needs.

Many of the other Kenosha-built Nashes came to Hill through fellow members of the Nash Car Club of America, of which Hill has served as chairman of the Greater Northland Region. When you have four Metropolitans, it’s also logical that you’d be active in the Metropolitan Owners’ Club of North America. Indeed, Hill is a member and even served as the chairman of the club’s Met Set Wisconsin chapter at one time.

**The Nash that started it all for Dan Hill is this 1937 opera coupe. He bought the car in 1982 and has put more than 20,000 miles on its odometer.**



Although Hill is knee deep in Nashes, he and his wife Nancy have found space for a couple non-Nashes in their collection. There’s a 1929 Ford Model A closed-cab pickup, a 1966 Mustang convertible and a 1967 Lotus that had been imported from England by a U.S. serviceman. The Hills once had a Chevy in their collection — a nice, low-mileage 1962 Impala — but he found that he rarely drove it and sold it. He also eventually sold the 1937 Nash business coupe, but it went to a friend with the contingency that the Hills had first refusal if the friend were to sell it. Otherwise, Hill is proud to say he’s kept every other collector vehicle they have ever owned.

Now retired, Hill does a lot of the repair and maintenance himself on their 14-car collection. He’s tackled upholstery chores, mechanical repairs and electrical work. That’s the extent of the work his cars have needed since most came to them either restored or as good originals. Only three of the vehicles in their collection aren’t currently drivable. The rest are driven whenever there isn’t salt on their local roads.

There are still a few vehicles Hill would like to add to the collection, and they aren’t necessarily Nashes. He has had his eye on a nice unrestored 1955 Chevrolet wagon for some time, but he’d also like to find a 1940 Ford pickup with a flathead V-8. But, like everything about Hill, the conversation about his dream vehicles eventually winds back to Nash.

“I would like a Full Classic, a big Full Classic Nash, but there aren’t many of them,” he says.

And what about that 1940 Mercury sedan that started it all?

“My Mercury, actually, that’s the last one I will probably get to work on.”

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**Metropolitan Owners’ Club of North America**  
2308 Co. Hwy. V  
Sun Prairie, WI 53590  
[www.mocna.us](http://www.mocna.us)

**Nash Car Club of America**  
1N274 Prairie  
Glen Ellyn, IL 60137  
[www.nashcarclub.org](http://www.nashcarclub.org)



# WISCONSIN'S **NEW ALLIANCE**

Wisconsin Specialty Vehicle Alliance  
aims to represent hobby

BY JOHN GUNNELL

**B**ob Doremire of the Wisconsin Specialty Vehicle Alliance (WSVA) spoke to approximately 150 car hobbyists during a presentation at Greg's Speed Shop in Waupaca, Wis., on Oct. 17. Doremire said that the WSVA is a new 501(c)4 organization formed to represent hot rodders and car collectors in the Badger State.

Doremire said that this group has been established to lobby against some issues that hot rodders have been encountering with the Wisconsin State Patrol (WSP).

"You all heard about the guy who got pulled over in a '32 Ford with no fenders," Doremire stated. "A lot of supporters went to court and the District Attorney and the Judge thought the turnout was impressive. Then, State Senator Kapenga got all the tickets dropped, but WSP said it had the right to inspect the car and pulled the owner's registration."

The WSVA feels that part of the problem is that the politicians and law enforcement personnel who formulated Wisconsin's Trans 305 vehicle equipment requirements legislation in the late '90s are now retired and a new generation of officials are giving the laws different interpretations than those originally intended.

"They didn't pull the '32 over because it was a glass (fiberglass-bodied) car; they pulled it over because it had no fenders, no hood and loud exhausts," Doremire said. "Then, they found out it was a glass car, which to them is a replica, and then they said the owner had to have this and that to make it conform to their interpretation of the replica rules."

Doremire pointed out that there are a lot of car clubs in



Bob Doremire of the Wisconsin Specialty Vehicle Alliance spoke at Greg's Speed Shop in Waupaca, Wis.

Wisconsin, but not a lot of organizations that fight for hobbyists' rights. "We are now working in Madison," he said. "We were told that 30 legislators have been contacted by our supporters in the state. We're incorporated as a non-profit and we want to help hobbyists stick together so we can continue to enjoy our cars." He added that WSVA won't be doing car shows or corn roasts, but would like to do a once-a-year mass ride to the state capital in Madison to emphasize the number and the voting power of car enthusiasts in Wisconsin.

Doremire explained that enthusiasts joining the all-volunteer organization will receive a poster, a window sticker and a pre-printed form to use in contacting their state representatives. WSVA can be joined through its online Facebook page. (Simply search "Wisconsin Specialty Vehicle Alliance" on Facebook.)

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Interpretations of 1990s Wisconsin laws have put into question hot rods that have been legal in the past. The fenderless '32 Ford pictured here is a prime example of what some law enforcement officials may consider to be an offender to the laws.



# YAGER ON 'Vette trends

Corvette expert sees industry niche moving two ways

BY JOHN GUNNELL



ABOVE: The Corvette parts guru — in his trademark Mike Yager hat — monitors the pulse of the Corvette hobby by putting on his annual Corvette Funfest event.

BELOW: Yager believes that the C7 Corvette has brought younger people into the market.



**M**ike Yager of Mid America Motorworks ([www.mamotorworks.com](http://www.mamotorworks.com)) has helped thousands of consumers and shops restore Corvettes over the years, but he sees the Corvette niche moving in two new directions as 2019 concludes — one towards resto-mods and the other towards younger people showing renewed interest in Corvettes. Both trends are good for his sales of Corvette parts and accessories.

“Among owners of C2 and C3 Corvettes, we’re seeing strong interest in restorations where they restore the car body-wise and trim-wise and then completely upgrade the engine and drive line,” Yager said. “And I think that’s kind of cool in that the cars are timeless, so they need correct colors and emblems, but then the owners punch the cars up in horsepower and brakes. I kind of include that in the restoration niche, because it’s a big segment these days for shops and garages and, obviously, we sell to both those markets.”

Yager cited the case of people with an award-winning car. “They said, ‘OK, we’ve done that, now it’s time to try something new and update the car,’” Yager noted. “They pulled the engine, radiator, transmission, tires and wheels, but they didn’t cut the car up like people did years ago. They brought it up to today’s specs and had fun. So, it went from a new car to a less-than-new car, to perfectly restored to a car they can take to a cruise-in, spin the wheels and not feel bad.”

On an annual basis, Mid America Motorworks deals with 100,000 unique Corvette customers and Yager said that the future has brightened up in the niche due to the C7 Corvette, which was just phased out of production in anticipation of mid-engine C8 production. “Before the crash of 2008, General Motors was selling 30,000 Corvettes a year, but then sales dropped down to 8,000-9,000 units per year,” Yager explained. “I think the car had really fallen a bit off target and when they’re not selling over 25,000 a year, that’s a lot of lost market share. So, GM looked at the performance aspect, the price and the styling and designed an all-new (C7) Corvette that lifted the market right up again. For \$70,000 a young person can get a car that spans everything else — and it’s a good car, too.” And now that the C7 has been discounted to make room for the forthcoming C8, bargains on new Corvettes abound at dealerships.

Yager believes that the C7 Corvette brought a younger person to the market and that this swing benefits the restoration market, too. “The C7 Corvette has turned young people into Corvette people again,” he insisted. “They may get turned on by the C7, but then they look at their budget and maybe they buy a C6 or a C5 or even a C4. All I know is that I’m seeing more young people in Corvettes than I’ve ever seen in the past 20 years and our sales reflect that.”

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# New Products

## **AMD 1963-1965 Dodge/Plymouth B-Body Door Skins**

Auto Metal Direct announced the availability of new OE-style door skins for 1963-1965 Dodge and Plymouth B-Body cars. Made on AMD's own steel tools, these all-new heavy-gauge-steel panels feature correct details inside and out. They have been test-fitted by experts to ensure they fit properly and will look good on a car.

Visit AMD's website, or order a free copy of its catalog for full details on part numbers 510-1463-L (left side), and 510-1463-R (right side) door skins.

Call 866-591-8309, or visit the AMD website online at [www.AutoMetalDirect.com](http://www.AutoMetalDirect.com).



## **DEI Boom Mat Surface Prep Spray**

DEI's Boom Mat Surface Prep Spray is a versatile one-step primer spray that prevents and neutralizes rust. Developed to be used prior to installing Boom Mat damping material, this versatile primer prepares any metal surface for paint or body filler and can be used to prolong the life of any ferrous metal.

After application on metal, it dries quickly to a black, paintable and resistant surface that makes it a great primer for painting. As a prep spray

for Boom Mat material, use it first anywhere where rust is beginning to show: the vehicle's interior, truck bed, fender wall, door, chassis, floorboards and more.

As a surface prep for painting, Boom Mat Surface Prep Spray can be used to arrest rust on patio furniture, steel appliances, motor housings, nuts, bolts, pipes — any iron surface from commercial construction equipment to marine and powersports applications. After application, it dries quickly to a black, ready-to-paint surface and is completely cured in 12 to 24 hours. Each 16 oz. can covers 35-55 sq. ft. Initial dry time is 3-10 minutes.

For more information about Boom Mat Surface Prep Spray, part #050491, or other products from DEI, visit [www.DesignEngineering.com](http://www.DesignEngineering.com).



## **1965 Impala Door Panel Reflectors**

Classic Industries unveiled a new reproduction of the original door panel reflector found on 1965 Impala SS and 1964-'65 Oldsmobile Vista Cruiser models. The new parts are manufactured in zinc die-cast metal, then polished and chrome plated for a brilliant shine. The lens is injection-molded with reflective material in the correct red color. Each reflector features a pre-attached backing plate with mounting feet for easy installation. Sold individually, but two are required per vehicle. Order part #4410338 (1965 Impala Door Panel Reflector).

For more information, visit Classic Industries on the web at [www.classicindustries.com](http://www.classicindustries.com).



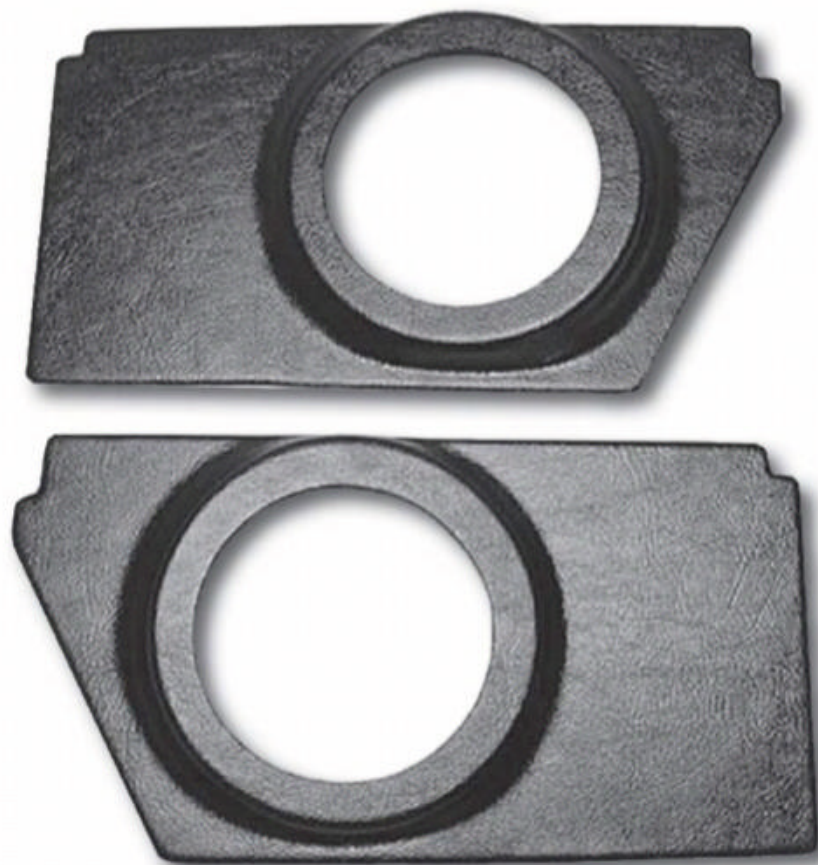


## ***GM G-Body Speaker Panels***

Dixie Restoration Depot recently introduced rear speaker panels for 1978-1988 Chevrolet Monte Carlo and 1978-1983 Malibu models that fit in place of the vertical panels on the rear armrest trim. Each panel allows the user to add a 5.25-in. speaker to their sound system. The new recessed design will accommodate speaker grilles with a 6.5-in. outer diameter. The panels are made from durable ABS plastic that feature a texture similar to the other interior trim panels. A pair of black panels carries a retail price of \$59.95 with varying upcharges for custom factory colors.

“This new recessed design gives a more modern appearance while still maintaining a factory-style fit and finish,” said Justin Cote, Vice President of Dixie Restoration Depot. “It’s a great way to improve sound quality without butchering your interior,” he added.

More information on Dixie Restoration Depot can be found at [www.DixieRestorationDepot.com](http://www.DixieRestorationDepot.com).



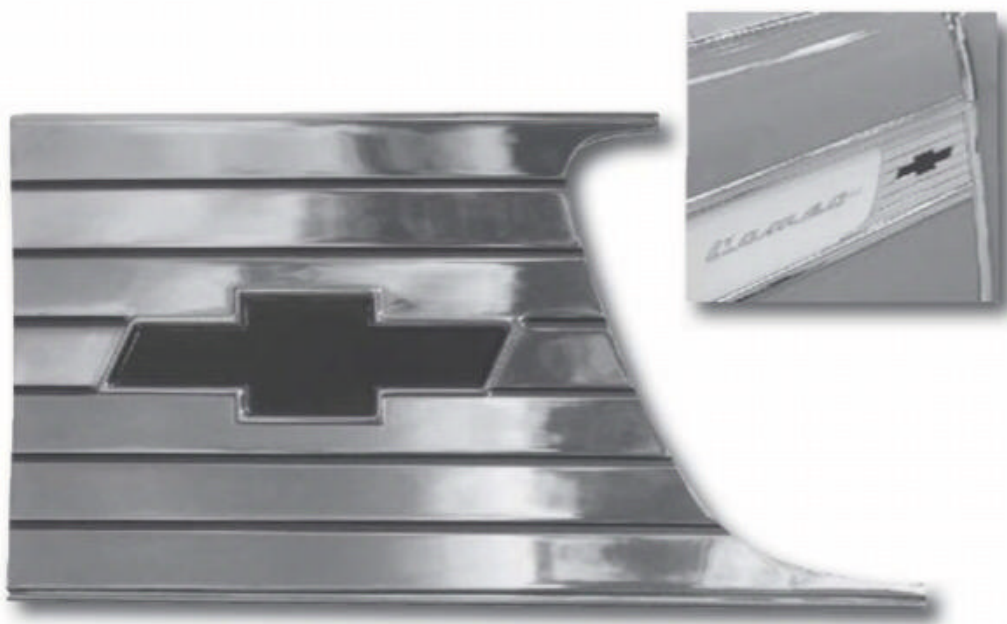
## ***1957-1958 Chevy Cameo bed inserts***

If you are restoring a 1957 or 1958 Chevy Cameo pickup, you probably need these new-to-market bed inserts.

Now in stock, the polished stainless-steel reproductions of the originals include mounting studs. The black details are powder coated for maximum durability.

Since the originals are pot metal zinc castings and are hard to restore, these new made-in-America pieces are the perfect replacement.

For more information, visit [realdealsteel.com](http://realdealsteel.com) or call 407-585-1957.



## ***Fuel Door Inner Support for 1957 Chevy***

Classic Industries introduced new reproduction fuel door supports for 1957 Chevy passenger car models including Bel Air, Two-Ten and One-Fifty cars. Each is manufactured from quality stamped steel and features hinges as well as fuel door springs. Finished in black EDP coating for rust prevention, the part installs in the quarter panel area where the fuel door bolts. Mounting hardware is not included.

To order, request part #TF700294 (1957 Chevy Passenger Car Fuel Door Inner Support).

Classic Industries can be reached toll-free in the United States at 855-357-2787 (includes Alaska, and Hawaii) and internationally at 001-714-847-6887 (Canada and Puerto Rico). Visit Classic Industries online at [www.classicindustries.com](http://www.classicindustries.com).





# 10 Questions With ... CarCapsule's Phil Potocki

BY ANGELO VAN BOGART

**C**arCapsule, based in Hobart, Ind., has been offering a unique storage solution for car, truck, boat, motorcycle and other vehicle owners for over two decades. The company's CarCapsules, "the original car bubble," are well known thanks to its show displays and its ads that feature popular hobby figure Wayne Carini of the TV show "Chasing Classic Cars."

We sat down with CarCapsule president Phil Potocki and asked him about his hobby interests and how CarCapsule became a hobby phenomenon and an ideal storage solution.



Phil Potocki poses with a CarCapsule Showcase model and their Street Rod Nationals "New Product of the Year" award.

**Old Cars:** What was your first collector car?

**Phil Potocki:** My first hobby car was a Corvette. I always wanted a Corvette and I saw a 1979 Corvette at a show and had to have it. That's what got it all started.

**Old Cars:** What collector vehicle have you owned the longest?

**Phil Potocki:** Probably my 1972 Olds 4-4-2 convertible — I have had that 16 years now. They're not making them anymore. They're only going up. Of course, there's always corrections in the market and now the '70s and '80s cars are coming on strong. All of the guys in their mid-50s — they remember them and they are getting the cars they always wanted.

**Old Cars:** How did you get into the hobby?

**Phil Potocki:** I have a few cars of my own that obviously reside in a Showcase and I have a boat that sits in a bubble when it's in storage.

**Old Cars:** How long have you been in business with CarCapsule?

**Phil Potocki:** I think it's 22 years.

**Old Cars:** Please give us a little background on CarCapsule.

**Phil Potocki:** CarCapsule has been around over 20 years. We make the best inflatable capsules in the industry. We make a few different models, and we started off with bubble-type for cars and from there we migrated to motorcycles. Then we got into the outdoor market and about six or seven years ago,

we introduced the Showcase and that took off for us. When you open a door on the Showcase model, it does not collapse. It has continuous air flow and continuous air exchange. No mold, mildew, rust or corrosion form with the continuous air exchange. When you put in your pride and joy and then take it out, it comes out looking the same way as when you put it in.

**Old Cars:** What is the most common CarCapsule model that you sell?

**Phil Potocki:** We still sell thousands of the CarCapsules that people that refer to as 'the bubble,' but the Showcase really elevated our success. A lot of people migrated to the Showcase. A lot of people complained that they wanted to be able to get in and out of the car when it was stored without the CarCapsule deflating and now on the Showcase, you just open the door and you're in and out. The Showcase is just a like a garage — just like how you can drive in and out of a garage, you can drive in and out of the Showcase.

**Old Cars:** What product might customers be most surprised to learn you provide?

**Phil Potocki:** We have different models, and there's also different sizes. We have a lot of customers outside the hobby. There is always someone that has a need for a unique application; we have sold 'bubbles' that incorporate a lift or a clean room. We have made a lot of different products for different companies. There's a reason we won seven international awards in one year — we won NSRA product of the year. Wayne Carini came to us — there is a reason he uses us. He uses them in his shop and in his personal collection. Wayne only endorses four

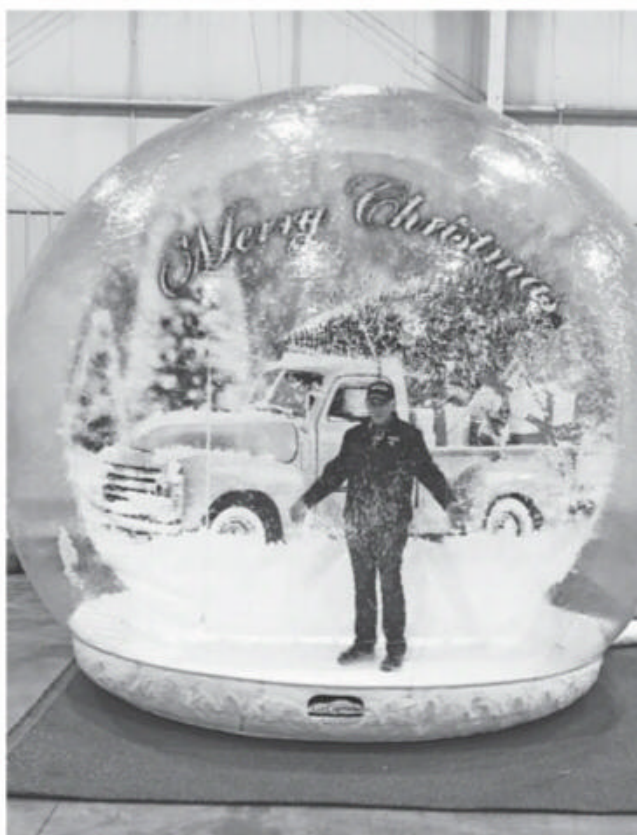


products and we're one of them.

**Old Cars:** What came first for you — the hobby or the business?

**Phil Potocki:** I had the business when I got that car (Corvette). The storage bubble was actually born by someone else, and I began selling them and I began selling way more than they could sell or ever could. We were just better marketers and worked out a deal with the guy and I took it over. From there, that's when we made a private label CarCapsule for Harley-Davidson and we got into the outdoor market. That's when customers came to us and said, 'Can you make something with PVC pipes or a frame?', because they didn't want their CarCapsule to deflate when they entered it. I was putting together my daughter's Barbie Jeep for Christmas and like every other dad, I was in a rush to put this thing together before Christmas. When I was done, I had pieces left over. Guys don't read instructions and so I scrapped the whole PVC pipe thing and I went to my factories and I came up with these inflatable tubes [to keep the storage container from collapsing]. It's simple: you hook up a pump and a Showcase comes alive in five minutes. There's no assembly or extra parts left if someone doesn't read the instructions. It's just reality that people don't read instructions. Just listen to the market and your customers and they will tell you what they want and what they need, and that's what we did. There's no parts to the Showcase. It comes rolled up like a big sleeping bag; it's all flat. Hook up my pump and turn it on and in less than five minutes, it's ready. It's super strong. They can't believe how strong it is. There's a photo of my daughter

who's 100 pounds sitting on the corner of it. The amount of air circulating is incredible. People don't realize how much air we're moving. The air is always pushing out our zippers — that's by design. The unit is open by design to allow us to change the air. We illustrate the air circulating by filling a CarCapsule with smoke. With the smoke, it becomes real for people. You can barely see me. That's how much smoke there is. When you look at a number 1 size 18-20-foot showcase, I am going to change that air five-plus times. That's incredible. The whole secret of storage is to avoid condensation. People call and say, 'We're in Minnesota, Michigan, Chicago...' well, we're in northwest Indiana. It's 20 below, everything is in a state of ice. Now we get our January thaw and it's 45 to 50 degrees and the air begins to condensate. With the air circulating you eliminate mold, mildew, rust — all the things associated with condensation. Once people use it, they profess it to their buddies. If you Google 'bubble cars of Detroit,' you'll see over 100 bubble CarCapsules. They store priceless — million-dollar cars — owned by the Detroit Historical Society. The CarCapsules are black with dirt and dust and some are torn, but the cars are in perfect shape and the bubbles are still working.



**At the Muscle Car and Corvette Nationals, CarCapsule creates a life-size snow globe that visitors can walk through.**

**Old Cars:** Where can customers see a CarCapsule product in person?

**Phil Potocki:** We do a lot of events. We just finished out this year with the Chicago Muscle Car and Corvette Nationals and that was our last event of the year. We had a great time with Wayne Carini on Saturday, and we had our inflatable CarCapsule set up as a snow globe for kids to get their pictures taken in. We think it might be the world's largest snow globe. And then after the first of the year we'll probably be at the [Arizona] auctions. We'll start with Barrett-Jackson, Mecum and then Amelia Island, the Greenwich concours — it just kind of starts all over again. We do a lot of events. We can't do every show we're invited to. It's logistically impossible. We try to do as many shows as we can, though. We also do Back to the 50's in St. Paul — I just can't get over the amount of people and cars at that show. The way the fairgrounds are laid out, you have a new audience every 20 minutes.

**Old Cars:** Where is your business today?

**Phil Potocki:** We talk a lot about this — Wayne Carini and I just talked about this — where is the market going? A lot of the people who can afford the cars are in their 60s and they won't be doing this forever. What we see is the new modern muscle, and that's a younger demographic. Last month at the Muscle Car and Corvette Nationals in Chicago, my wife pointed out to me as we looked at the line coming in to get their picture taken in the snow globe, that it was a younger audience, and it was great for all of us. There's a lot of people who

are passionate about the street rods, muscle cars and just cars in general. I know the kinds of cars that the people we sell to own, and I see a lot more modern muscle cars like Challengers and Camaros and Mustangs. Even if it's daily driver, he wants it in a Showcase so the kids don't scratch it. I see an active community and SEMA says the same thing. Their data supports that as well.

**Old Cars:** Where do you see your business in 10 years?

**Phil Potocki:** Well, look at it this way: I told my daughter when she was younger that you take something you like and put it aside and in 20 years, even if it's ugly, it will be worth more. Look at today — they are souping up electric cars! Americans are passionate about cars — any cars. And we aren't the only ones. We ship around the world. We ship to the Middle East, Germany, South America... Car guys are car guys. It's just something in a guy's DNA. He wants a cool ride to impress his friends, a woman, or just to enjoy the ride. I have never ran out of cars I want to own or want to drive. There's always something cool that catches my eye.

OC



# Old Cars Calendar

**Attention Car Show Enthusiasts:** We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Calendar, email us at [oldcars@aaimedia.com](mailto:oldcars@aaimedia.com)

## SHOWS

### ARIZONA

**Jan 5 AZ,** Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-12 noon, \$40. Per space, trailers extra, 602-828-4865.

**Feb 2 AZ,** Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-12 noon, \$40. Per space, trailers extra, 602-828-4865.

**Apr 5 AZ,** Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-12 noon, \$40 per space, trailers extra. 602-828-4865.

### CALIFORNIA

**Dec 29 CA,** Hesperia. Auto Parts Swapmeet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim 760-995-3999, [www.socalcar-culture.com](http://www.socalcar-culture.com)

### FLORIDA

**Feb 7-8 FL,** Melbourne. MoPar Super Swap XXI/Car Show. MoPar only swap meet on Friday, Swap and show on Saturday. Swap spaces \$25 before Jan. 31st, after \$30, Registration \$10, Car Corral \$20. Penny Anderson 321-727-1039, [PAnder2211@aol.com](mailto:PAnder2211@aol.com), Pete Stasio at 321-480-9265, [petesdream3@aol.com](mailto:petesdream3@aol.com), [www.MoparsOfBrevard.com](http://www.MoparsOfBrevard.com)

**Feb 7-9 FL,** Bushnell. 27th Winter Extravaganza. Sumter County Fair-



GPk Auctions photo

**The annual Atlantic City Action, hosted by GPk Collector Car Auctions, will be held Feb. 7-9 at the Atlantic City Convention Center. For information, visit [www.gpkauctions.net](http://www.gpkauctions.net), or call 856-573-6969.**

grounds - 7620 SR 471. 727-848-7171, 727-846-8922, [www.floridaswapmeets.com](http://www.floridaswapmeets.com)

**Feb 13-16 FL,** Zephyrhills. Zephyrhills Auto Events Winter Car Swap, Auction, Car Show, Car Corral. Festival Park - 2738 Gall Blvd. 813-312-4009, 727-846-8922, [chill.swaps@gmail.com](mailto:chill.swaps@gmail.com)

**Mar 5 FL,** Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, [www.ameliaconcours.org/](http://www.ameliaconcours.org/)

**Mar 21 FL,** Vero Beach. 43rd Annual

Antique Automobile Show. Riverside Park. 10am-4pm. Pre-registration \$20, day of show \$25. Fred Kiesel 772-770-6339, [www.local.aaca.org/indianriver](http://www.local.aaca.org/indianriver)

### GEORGIA

**Jan 11 GA,** Alpharetta. GSRA 2020 Kick-Off Event & Meeting. Gateway Classic Cars - 1870 McFarland Pkwy. 10am-1pm. Dan Wooley 770-841-4375, [vicepresident@gsra.com](mailto:vicepresident@gsra.com), <https://gsra.wildapricot.org>

**Feb 7-8 GA,** Moultrie. 44th Annual Automotive Swap Meet. Spence Field. 8am-6pm. Jerry Kelley 229-896-2150, [www.moultrieswapmeet.com](http://www.moultrieswapmeet.com)

**Feb 15 GA,** Loganville. GA Street Rod Business Meeting. Sparky's Machines - 1209 Nathan Blvd. Dan Wooley 770-841-4375, [vicepresident@gsra.com](mailto:vicepresident@gsra.com)

**Mar 21 GA,** Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One - 1001 Cherry Drive. 10am-3pm. Register by noon. Registration \$25

**Mar 28 GA,** Marieta. GSRA Spring Fever Show N' Swap. Jim R. Miller Park & Event Center - 2245 Callaway Road, SW. Swap spaces & info Mickey White 956-371-937, [secretary@gsra.com](mailto:secretary@gsra.com)

**Apr 25 GA,** Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor

## ZEPHYRHILLS AUTO EVENTS

**Feb. 13-16, 2020**

Auto Swap Auction, Corral,  
Car Show  
Zephyrhills Festival Park  
Zephyrhills, FL

**813-312-4009**

**[zephyrhillsautoevents.com](http://zephyrhillsautoevents.com)**

## SUMTER SWAP MEETS

**AUTOMOTIVE / ANTIQUE  
SWAP MEET - CAR CORRAL**

**Bushnell, FL**

**January 5, 2020**



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Speedway – 1500 Tara Place. 9am-4pm. [www.atlantamotorspeedway.com/documents/2020\\_sream\\_participant-form\\_v5.pdf](http://www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf)

## ILLINOIS

**Jan 5 IL**, Peotone. 45th Annual Swap Meet. Will County Fairgrounds – 710 South West Street. 7am-1pm. Donation of \$5, Jim McDonald 708-485-3633, [oldcarswapmeet@aol.com](mailto:oldcarswapmeet@aol.com)

**Feb 23 IL**, Wheaton. 75th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

## INDIANA

**Jan 5 IN**, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds -Blue River Pavilion. 8am-3pm. 317-296-0336, [www.freemans-supersunday.com](http://www.freemans-supersunday.com), [freemanssupersunday@gmail.com](mailto:freemanssupersunday@gmail.com)

**Mar 29 IN**, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds – West Pavilion Bulding. 8am-3pm. 317-296-0336, [www.freemanssupersunday.com](http://www.freemanssupersunday.com), [freemanssupersunday@gmail.com](mailto:freemanssupersunday@gmail.com)

## IOWA

**Feb 22-23 IA**, Monticello. 51st Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center – 766 North Maple Street. Sat. 11am-10pm, Sun. 8am-7pm Galen Muller 319-465-5119, [www.rodandcustomcarshow.com](http://www.rodandcustomcarshow.com)

## MARYLAND

**Mar 27-28 MD**, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center – 706 Agriculture Center Drive. Doors open at 8am. Early Bird pricing before Feb 25 – indoor space \$45, outdoor space \$60, Car Corral space \$45. Jack Gallagher 301-674-5431

## MASSACHUSETTS

**Jan 18-19 MA**, Springfield. Automotive Swap Meet. Eastern States Exposition – Memorial Ave. West. 8am-5pm. [www.apswapnsell.com](http://www.apswapnsell.com)

## MICHIGAN

**Jan 19 MI**, Jackson. 54th Jackson VMCCA Swap Meet. Fairgrounds – 200 Ganson Street. 8am-1pm. Joan Warren 517-764-3135

## NEW MEXICO

**Mar 27**, 28, NM, Artesia, 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am to 3pm, Heritage Plaza in downtown Artesia. Cruise free, Car Show registration \$25, spectators free. 575-746-9477.

## OKLAHOMA

**Mar 19-21 OK**, Norman. 2020 Norman All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. Vend Spaces Pre-register \$35, month prior to show \$40. 405-651-7927, [www.normanswapmeet.com](http://www.normanswapmeet.com), [NormanSwapMeet@aol.com](mailto:NormanSwapMeet@aol.com)

**May 6-9 OK**, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, [chickashaauto@sbc-global.net](mailto:chickashaauto@sbc-global.net), [www.chickashaautoswapmeet.com](http://www.chickashaautoswapmeet.com)

## PENNSYLVANIA

**Jan 17-19 PA**, Allentown. Carlisle Events Auto Mania. Allentown Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Apr 22-26 PA**, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

## WASHINGTON

**Feb 16-17 WA**, Puyallup. Tacoma Model T Club's 53rd Annual Early Bird Swap Meet. Washington State Fairgrounds & Expo Center. Charlie & Gloria Ostlund 253-863-6211. Email: [charlie@early-birdswap.org](mailto:charlie@early-birdswap.org)

[birdswap.org](http://birdswap.org), [www.earlybirdswap.org](http://www.earlybirdswap.org)

## WISCONSIN

**Feb 23 WI**, West Bend. Wisconsin Chapter Model A For Club of America 55th Annual Greater Milwaukee Indoor Winter Swap Meet. Washington County Fairgrounds – 3000 Cty. Hwy. PV. 8am-2pm. [www.wichaptermafca.com](http://www.wichaptermafca.com)

**Apr 24-26 WI**, Jefferson. 43rd Annual Spring Jefferson. Jefferson County Fairgrounds – 503 N. Jackson Ave. Sat. 6am-4pm, Sun 6am-3pm. Pre-register by April 1 \$20, Car Corral \$60/week-end. 608-244-8416, [www.madisonclassics.com](http://www.madisonclassics.com)

## AUCTIONS

### JANUARY

**Jan 2-12 FL**, Kissimmee. Mecum Kissimmee. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com), [www.mecum.com](http://www.mecum.com)

**Jan 4 WI**, Wautoma. W Yoder Auctions Antiques and Collectibles Auction. W. Yoder Auction Center N2475 13th Gateway. 920-787-5549. [www.wyoder-auction.com](http://www.wyoder-auction.com)

**Jan 10-11 NC**, Concord. Carolina in

*55th Annual*

### Greater Milwaukee Indoor Winter Swap Meet

Car parts all makes, collectibles, car related items!

*Hosted by Wisconsin Chapter Model A Ford Club of America WChapterMAFCA.com*

Registration now open for vendor spaces  
Contact Vicki  
262-337-0426

Event info: Sunday  
February 23, 2020  
8 AM— 2 PM  
General admission \$7  
Under 12 free  
Free parking; food and beverages available

Washington County Fairgrounds  
3000 Cty Hwy PV  
West Bend, WI 53095

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7:00 AM to 1:00 PM • Donation \$5.00

Car Parts for All Makes and Models

#### Will County Fairgrounds

710 South West Street  
Take I-57 to Peotone/Wilmington Road.  
East to the fairgrounds  
(turn north before the railroad tracks).



Peotone, Illinois 60468

Contact: Jim McDonald (708) 485-3633

or  
Email: [oldcarswapmeet@aol.com](mailto:oldcarswapmeet@aol.com)

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Spaces \$30 & \$35 Before 15 Mar.,  
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Call: 903-454-8575

E-mail: [reg.gvlswpmt@yahoo.com](mailto:reg.gvlswpmt@yahoo.com)  
website: [www.greenvilleswapmeet.com](http://www.greenvilleswapmeet.com)



January. Cabarrus Arena Event Center. 803-364-3322, 704-400-1127, [www.tommackauctions.com](http://www.tommackauctions.com)

**Jan 10-12 AZ**, Peoria. MAG Arizona Auction. 888-330-0749. [www.motorsport-auctiongroup.com](http://www.motorsport-auctiongroup.com)

**Jan 11 NC**, Concord. Tom Mack Carolina in January Auction. 11am. Cabarrus County Arena & Event Center 4751 NC Hwy 49 North. 803-351-3695 [tmack@tommackclassics.com](mailto:tmack@tommackclassics.com)

**Jan. 11-19 AZ**, Scottsdale. Barrett-Jackson Scottsdale Auction. 480-421-6694. [www.barrett-jackson.com](http://www.barrett-jackson.com)

**Jan. 15 AZ**, Scottsdale. Worldwide Auctioneers Scottsdale Auction. 260-925-6789 [www.worldwideauctioneers.com](http://www.worldwideauctioneers.com)

**Jan 15-19 AZ**, Scottsdale. Russo and Steele's 20th Anniversary Scottsdale Sale. 602-252-2697, [www.russoand-steele.com](http://www.russoand-steele.com)

**Jan 15-19 AZ**, Scottsdale. Leake Scottsdale Auction. 602-442-3380. [www.leakecar.com](http://www.leakecar.com)

**Jan. 16-17 AZ**, Phoenix. RM Sotheby's Arizona Auction. 519-352-4575. [www.rmsothebys.com/](http://www.rmsothebys.com/)

**Jan. 17 AZ**, Scottsdale. Gooding & Co. Scottsdale Auction. 310-899-1960 [www.goodingco.com](http://www.goodingco.com).

**Jan 21-26 NV**, Las Vegas. 29th Annual Vintage & Antique Motorcycle Auction. [www.mecum.com](http://www.mecum.com), 262-275-5050

## FEBRUARY

**Feb 7-9 NJ**, Atlantic City. The Atlantic City Auctions. GPK Auctions, 856-573-6969, [www.gpkauctions.com](http://www.gpkauctions.com)

**Feb 14-16 FL**, Miami. The Florida Public Collector Car Auction and Show. Ft. Lauderdale Beach. Miami-Dade County Fair & Exposition -112th & Coral Way. Dave Rupp Collector Car Auction. Georgia 561-779-0302, Dave 561-379-3937, [georgia@ftlauderdaleauction.com](mailto:georgia@ftlauderdaleauction.com), [www.ftlauderdaleauction.com](http://www.ftlauderdaleauction.com)

**Feb 21-23 FL**, Lakeland. Lakeland Collector Car Auction. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Feb. 27-29 NC**, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 [www.gaaclassiccars.com](http://www.gaaclassiccars.com)

## MARCH

**March 4-6**, FL,amelia Island. Russo and Steeleamelia Island Auction. 602-252-2697 [www.russoandsteele.com](http://www.russoandsteele.com)

**March 5**, FL,amelia Island. Bonhams'samelia Island Auction. [www.bonhams.com](http://www.bonhams.com)

**March 6**, FL,amelia Island. Gooding &

Co.amelia Island Auction. 310-899-1960 [www.goodingco.com](http://www.goodingco.com)

**March 6-7 FL**, Amelia Island. RM Sotheby'samelia Island Auction. 519-352-4575. [www.rmsothebys.com/](http://www.rmsothebys.com/)

**March 11-14 AZ**, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com), [www.mecum.com](http://www.mecum.com)

**March 20-21 FL**, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. [www.premierauctiongroup.com](http://www.premierauctiongroup.com). 844-593-7355

## APRIL

**Apr 2-4 TX**, Houston. Mecum Houston Auction. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com), [www.mecum.com](http://www.mecum.com)

**Apr 16-18 FL**, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. [www.barrett-jackson.com](http://www.barrett-jackson.com)

**April 17-19 MO**, Branson. The Branson Auction. 800-335-3063. [www.bran-sonauction.com](http://www.bran-sonauction.com)

**Apr 23-24 PA**, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

# CRUISES

## DECEMBER

**Dec 28 St. Louis**, Louisville, Chicago, Detroit, Indianapolis, Tampa Bay, Orlando, Houston, Ft. Lauderdale, Nashville, Dallas, Philadelphia, Milwaukee, Atlanta, Denver, Scottsdale. Gateway Classics Cars & Coffee presented by Grundy Insurance. 9am-noon. [www.gatewayclassiccars.com](http://www.gatewayclassiccars.com)

## YEAR ROUND

**Mondays FL**, Ft. Myers. Larry's Cruise-In. U.S. 41N. 4pm-7pm. Contact 239-995-3999 [www.shellfactory.com](http://www.shellfactory.com)

**Mondays FL**, Fort Meyers. Applebee's Cruise-In.15151 North Cleveland Ave. 4-7pm.

**Tuesdays CA**, Granada Hills. Granada Hills Cruiz-In. Park between Baskin Robins & Carl's Jr. 6pm

**3rd Tuesday of the month CA**, Yucca Valley. Route 62 Cruisers Cruise-in. Firehouse Subs – 58709 Palms Hwy. Ste. F. 5:30pm

**Wednesdays MD**, Upper Marlboro. PAR-A-DIGM Presents High Heels & Corvettes Sophistication Meets Power. 5010 Brown Station Road. Randy 240-354-4752

**Wednesday Nights PA**, Morgantown. Cruise-In Car Show. Classic Auto Mall, 6180 Morgantown Road, 4-8pm. 610-901-3804

**Thursday mornings CA**, Chatsworth. Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. 818-341-2869

**Thursdays MD**, East Coast Drifters Cruise-In. Wendy's in Mannoek Shopping Center – W. 228 Accokeek. 6-9pm. Bobby 240-682- 6432

**Last Thursday of Every Month. CA**, Santa Monica. West End Santa Monica Car Club Mel's Drive-in Cruise Night. 1670 Lincoln Blvd., 7-9pm.

**First Friday of the month NV**, Las Vegas. Cadillac Drop Tops "Breakfast Starter" Mad Matty's – 8100 W. Sahara Ave. 8-10:30am. Hal Sheaks [halscars@cox.net](mailto:halscars@cox.net), 702-203-0035

**Friday Nights CA**, Northridge. Cruise Night. Bob's Big Boy – 8876 Corbin Ave. 4pm

**Friday Nights CA**, Burbank. Valley Cruise Nights. Fosters Freeze – 201 South Glenn Oaks Blvd. 7-9pm

**Friday Nights CA**, Los Angeles. Rollin Heaps Friday Night Roll In. Pep Boys Speed Shop on corner of Oxnard and Lankershim Blvd. 7-10pm.

**Friday Evenings MD**, Laytonsville. Laytonsville Cruise-In. 6840 Olney-Laytonsville Road. 5-8pm. [www.cruisein.us](http://www.cruisein.us) or email [inex01@verizon.net](mailto:inex01@verizon.net)

**First Saturday of the Month CA**, Rolling Hills. Peninsula Cars & Coffee. Promenade on the Peninsula's Top Deck of the Parking Structure – 550 Deep Valley Road. 7-9pm. [www.pvconcoors.org](http://www.pvconcoors.org)

**Saturdays CA**, Ventura.american Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 – 10269 Telephone Road. 8:30-11:30am.

**Saturdays (starting Dec. 7) NV**, Las Vegas.Cadillac Drop Tops "Sonic Drive-In Cruise Nights – 6455 W. Sahara Ave. 4-8pm. Hal Sheaks [halscars@cox.net](mailto:halscars@cox.net)

**Saturdays CA**, Santa Clarita. Saturday Night Sleds – Walmart parking lot – Carl Boyer Drive. 5-8pm.

**Saturday Nights IN**, Central Indiana Vintage Vehicles Cruise In. Noblesville Courthouse Square. 4:30-8:30pm. Dave Shank 317-674-8045, Larry Grabb 317-710-2585, [www.civv.club.com](http://www.civv.club.com)

**Saturday Nights. IN**, Noblesville. Courthouse Square. 4:30-8:30pm. Hosted by Central Indiana Vintage Vehicles. Dave Shank 317-674-8045, Larry Grabb 317-710-2585. [www.civv.club.com](http://www.civv.club.com).



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  - **Buy Now:** You set the price for the product and buyers can immediately purchase the product directly from you using PayPal.
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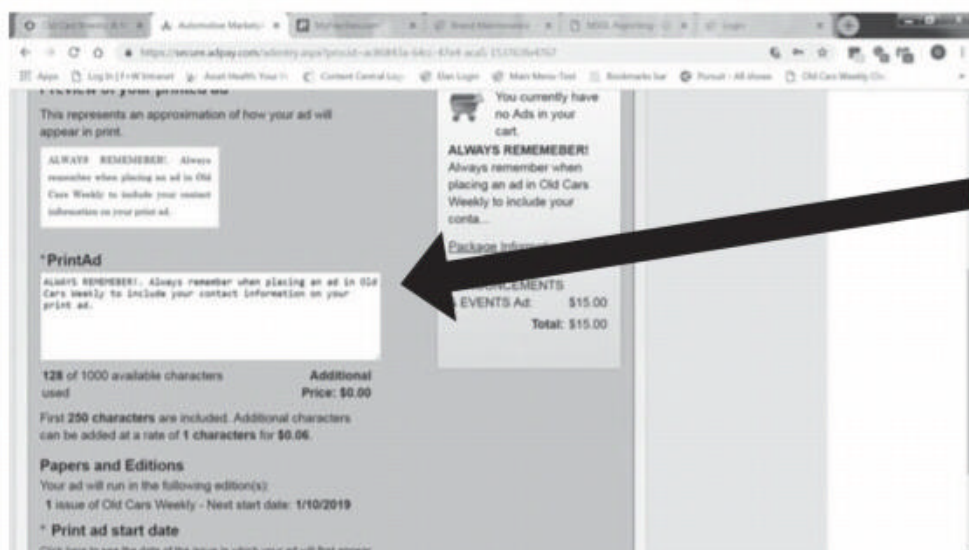
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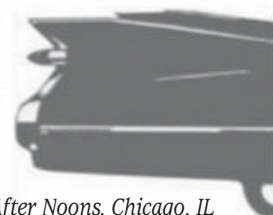
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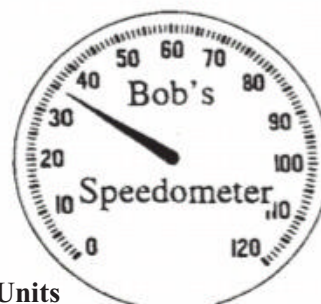
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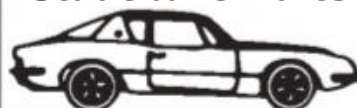
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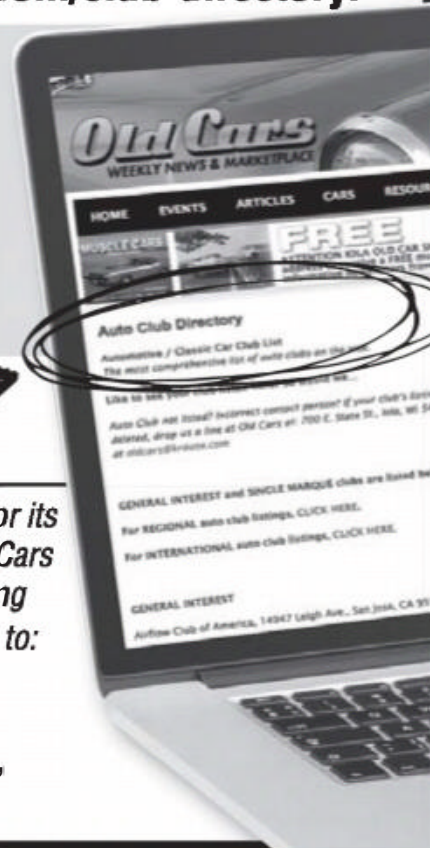
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MODEL: VEN4145

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64418, 61363, 68497, 61360,  
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20963020

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ITEM 64498/64497 shown



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**SAVE 50%**



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## WARRIOR

SUPER COUPON



## 29 PIECE TITANIUM DRILL BIT SET

Customer Rating  
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**SAVE \$18<sup>99</sup>**

COMPARE TO  
DEWALT **\$68<sup>14</sup>**  
MODEL: DW1369

**SAVE 83%**

ITEM 5889/62281/61637 shown



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## PITTSBURGH

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LIFETIME WARRANTY

Customer Rating  
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COMPARE TO  
IRWIN **\$6<sup>49</sup>**  
MODEL: 1964747

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ITEM 46805/62242/68974 shown



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## PITTSBURGH

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## 130 PIECE TOOL KIT WITH CASE

SAE AND METRIC

Customer Rating  
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**SAVE \$39<sup>99</sup>**



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COMPARE TO  
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MODEL: A137HOS

**SAVE 54%**

ITEM 68998/63248/64080/64263/63091 shown



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## WARRIOR

SUPER COUPON

## 4-1/2" FLAP DISCS

Customer Rating  
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MODEL: DCX045080N01F

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ITEM 69604 shown



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Customer Rating  
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## WARRIOR

SUPER COUPON

## 3 PIECE HEX SHANK SOCKET DRIVER SET

Customer Rating  
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COMPARE TO  
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## 1969 Chevelle SS 396

**It was more of a good thing in '69 for Chevy's iconic mid-size**

**E**xcept for the manner in which the Chevelle SS 396 was merchandised, Chevrolet Motor Division made no basic change in the design or configuration of its eternally popular mid-size muscle car for the 1969 model year. There was no separate SS 396 series this year. The Super Sport equipment package became the Z25 option, which was ordered for 86,307 cars.

The popular high-performance option package included the 396-cid/325-hp engine, dual exhausts with oval tailpipes and bright tips, a black-painted grille, bright wheel opening and roof drip moldings, a black-painted rear cove panel, Malibu-style rear quarter end caps, Malibu taillamps and taillamp bezels, a twin "power dome" hood, special "SS 396" emblems on the grille (as well as front fenders and rear deck lid) and 14 x 7-inch Super Sport wheels with F70 x 14 white-letter tires. The interior featured a black steering wheel and steering column, a steering wheel shroud with a black-accented center area and a horn-blowing tab, an "SS" steering wheel center emblem, an SS 396 nameplate on the instrument panel, a black-accented instrument panel and "SS 396" emblems on the door sidewalls. The price of the option

was about \$440.

Three regular production engine options were available and all of these were based on the 396-cid block. The mildest choice was the L34 version, which put out 350 hp and added \$121 to the car's window sticker. Next came the L78 version of the 396 with 375 hp and a \$253 price tag. A variation of the L78 was the new L78/L89, which was jokingly advertised at 375 hp. The engine's actual output was much higher, thanks to special hardware such as its high-performance aluminum cylinder heads.

An extremely rare 1969 Chevelle engine optional was the 427-cid V-8 that was available, in very limited numbers, on a special Central Office Production Order (COPO) basis. These engines came from GM's Tonawanda, N.Y., factory. Only 358 of the 427s went into Chevelles, and the largest number went to dealer Don Yenke who ordered 427 Chevelles for his Chevrolet dealership in Canonsburg, Pa.

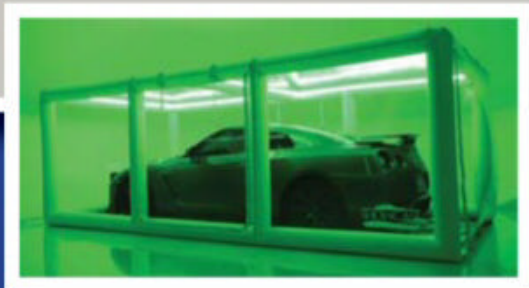
A road test of the 1969 SS 396 with 375 hp proved it to be a tad slower than earlier editions, probably due to a slight increase in the car's weight. It moved from 0-to-60 mph in 7.6 seconds and covered the quarter-mile in 15.4 seconds.





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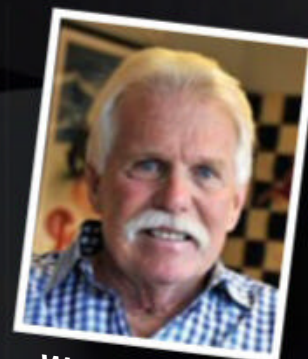
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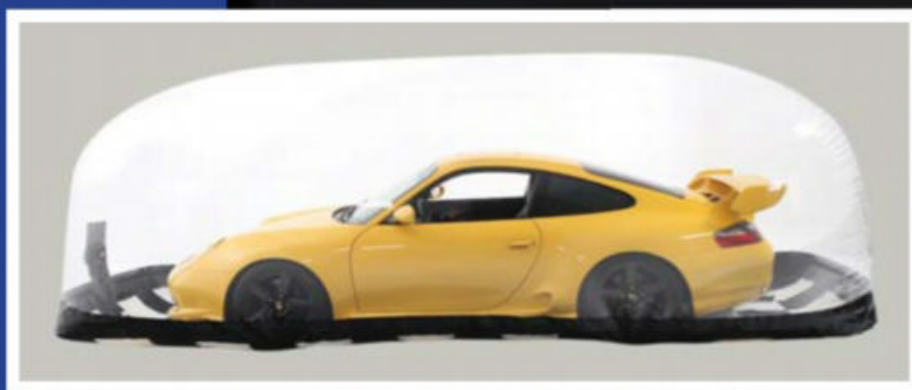
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# A Time Machine with style!

Flux capacitor or not, the DeLorean always makes an entrance

**Story and photos by Brian Earnest**

**I**f Dave Pringle's 1981 DeLorean DMC-12 had a flux capacitor and could really fly, he'd be OK with that. He was actually looking for an airplane and not a car when he stumbled across one of the space age sports cars that will forever be linked to the "Back to the Future" film.

"The main reason we went up to look at this car was he also had a Christen Eagle, which is a bi-wing aerobatic plane," chuckles Pringle, a resident of Stevens Point, Wis. "I was interested in aerobatic flying and I flew aerobatic competitions for several years in that Eagle.

"We walked into a hangar and there it sat. The tires were kind of down and it was full of dirt, but it looked like a pretty neat car. We paid 15 grand for it at that time, I think, and my

wife and son drove it home."

That was about 25 years ago, according to Pringle, and the DeLorean had a paltry 7,000 miles on the odometer at the time. Since then, Pringle has added a modest 4,000-plus miles to the clock, which now reads 11,000 miles and change.

"The original tires were on it and they were getting old, so I put new tires on it — replaced them with radials and they work real well," Pringle notes. "It was a little tricky because the tires are different sizes ... The speedometer cable went out, so I replaced that. That's about it. We haven't driven it a whole lot."

One thing the Pringles have decided to definitely leave original on the DeLorean is a mysterious hole in the interior at the top of the door skin on the passenger side. Dave figures it's the size of a .22-caliber bullet, but when and how the hole got there will remain a mystery. "It may have come from inside the car, it may have come in from the other window (on



the driver's side), who knows?" he laughs. "Anyway, it's an interesting part of the car. I didn't notice it when we looked at it, no. But I'm going to leave it like it is. It's a good conversation piece."

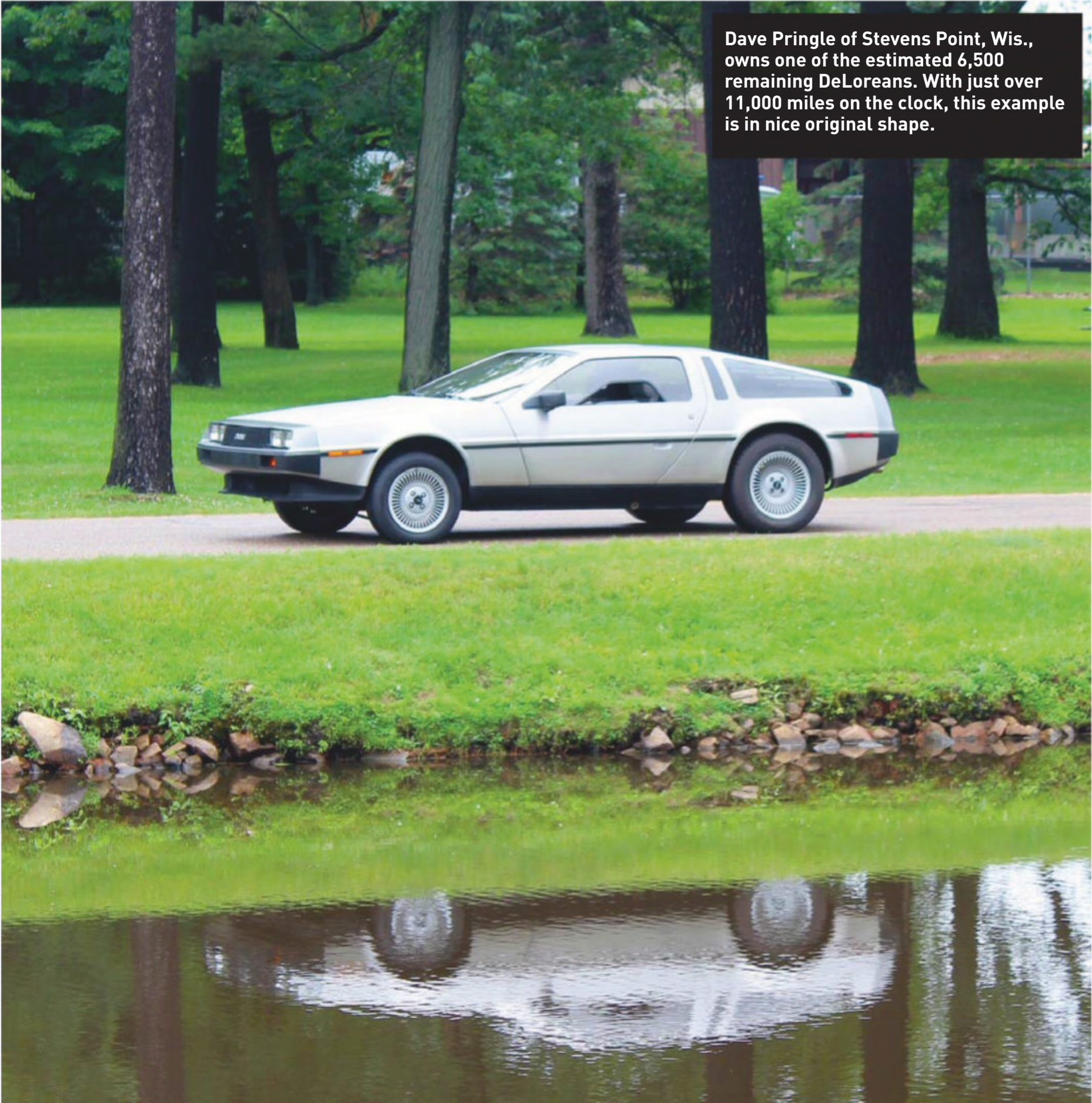
As far as Pringle can tell, he and his wife Carol are the car's third owners — the title is actually in her name. The DMC-12 was originally titled in New Mexico, then wound up with a collector in Three Lakes, Wis., who didn't spend much time in the driver's seat. "He was an engineer of some kind and had a bunch of cars," Pringle says. "He was getting older and just wanted to get rid of some things, so I helped him out."

In addition to the new speedometer cable and rubber, Pringle says he has swapped in a new fuel pump and replaced the struts on the gull-wing doors. Beyond that, he jokes that about all he does is spray it down occasionally with some household cleaner. "You can use the same cleaner you use on your refrigerator doors. Just wipe it off and it's clean."

## A Story Made for Hollywood

The short, crazy and colorful history of the DeLorean and its originator were featured in the recently released film "Framing John DeLorean," and indeed, it is a real-life tale of big dreams, big money and big problems that only Hollywood could dream up.

Built in Northern Ireland, the highly publicized but short-lived stainless-steel DeLorean sports car was the brainchild of one man who established an impressive track record in the American auto industry. John Z. DeLorean, the son of a Detroit autoworker, attended Lawrence Institute of Technology and received a degree in mechanical engineering. In 1952, after earning his masters degree in automobile engineering from the Chrysler Institute, DeLorean went to work as Packard's head of research and development. His brilliant career at General Motors began four years later, starting in Pontiac's ad-



**Dave Pringle of Stevens Point, Wis., owns one of the estimated 6,500 remaining DeLoreans. With just over 11,000 miles on the clock, this example is in nice original shape.**





The interior of the DeLorean is more traditional than its exterior with familiar sports car accouterments and general styling that could easily pass for something from Chevrolet or Pontiac.



The rear-mounted Peugeot-Renault-Volvo V-6 displaces 2.85 liters (2,949cc). It was rated at a modest 130 hp and didn't excite many critics, but the car's low profile, good weight distribution and sporty manners make it plenty of fun to drive.

vanced engineering department. DeLorean played major roles in creating the innovative 1961 Tempest and its overhead-cam six-cylinder engine, as well as the first Pontiac GTO.

DeLorean went on to become general manager of Pontiac and brought such cars as the Firebird, Trans Am and 1969 Grand Prix into existence. In 1969, as general manager of Chevrolet, he turned to development of the Vega subcompact. Three years later he was promoted to vice president in charge of GM's domestic car and truck group.

In 1973, DeLorean left GM and set out to build his own car company — and an elite car bearing his personal stamp. Early in 1974, he formed the John Z. DeLorean Corporation, followed by the DeLorean Motor Car Company as a subsidiary. Then came a series of complicated financial maneuvers to raise capital and to establish production capability. DeLorean attracted millions of dollars from investors, including talk

show icon Johnny Carson. The search for a factory location took DeLorean to Western Europe, Puerto Rico and, finally, in 1978, to Northern Ireland. There, the British government offered to provide loans and tax breaks in hopes of generating jobs in an impoverished section of West Belfast.

Initial designs began to evolve in 1973. A non-driving mock up of the DMC-12 was produced by Giorgetto Giugiaro's Italy Design Studios in July 1975. The first running prototype appeared in October 1976 powered by a 2.8-liter Citroen four that quickly proved unacceptable. The production 2.8-liter overhead-cam V-6 had been used successfully in Peugeots, Renaults, and Volvos. Delivery of production models was promised for June 1979, amid lots of publicity. Not until April 1981, however, was production actually underway. Most of the 345 U.S. dealers had no cars to sell until July of that year. The sticker price for the 1981 version rose a bit



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**The windows are among the DeLorean's most distinctive features. The prominent black louvers in the rear window are straight out of the European supercar playbook. The size and geometry of the gull-wing doors resulted in small cutout windows within the larger non-retracting windows.**

above the \$25,000 projection, and by 1982 climbed to nearly \$30,000. Critics faulted both the design and performance, and with sales sluggish, dealer asking prices soon fell. The 1982 model incorporated a number of significant detail improvements, but they were not enough change public perception or the disappointing sales trend.

Weak sales weren't the only problem. Before long, a tangled web of fancy corporate footwork came to light. During the winter of 1982, the British House of Commons became concerned about protecting its \$138 million investment. An investigation led to the company being placed in receivership with creditors owned more than \$70 million. A search for a new buyer was unsuccessful, and on Oct. 18, 1982, the British government announced it would close the business. Hours later, DeLorean was arrested at the Los Angeles airport by the FBI and U.S. Department of Justice and charged with nine counts of racketeering and drug trafficking. According to the Justice Department, the 57-year-old automaker had become involved in a scheme to import 220 lbs. of cocaine in an effort to salvage his failing car company.

DeLorean was eventually found innocent of drug charges and after four years of legal battles was acquitted in December 1986 on criminal fraud charges. He agreed to pay creditors \$9.4 million of the more than \$80 million the British government claimed he owed in the end. DeLorean died in 2005 at the age of 80. On his tombstone is a picture of a DeLorean sports car.

### More than a movie star

For all its alleged faults, the DeLorean DMC-12 is still an undoubtedly compelling car and plenty of fun to own. With its rear-mounted engine, gull wing doors, low-and-stealthy profile, and stainless-steel finish, there was simply nothing else quite like it on American roadways.

When it arrived in 1981, the DeLorean carried a retail price of about \$25,000 — plus \$650 if you wanted an automatic transmission. By the time the final cars had made it to car lots in 1983, that price was closer to \$34,000, although you could get them for far less than that after the company began to financially collapse. The first year of production, 1981, was by far the most successful in terms of numbers. A total of 7,409 were reportedly built for '81 out of the roughly 9,000 that were assembled in all.

The DMC-12's four-wheel independent suspension used coil springs and telescopic shock absorbers. Much like the

doors fitted to the Lamborghini Countach, the DeLorean doors had small cutout windows. The shorter door panels prevented the full-sized windows from being retractable. The cars came with cast alloy wheels — 14 x 6 inches on the front and 15 x 8 inches in the rear. The rims were fitted with Goodyear NCT steel-belted radials.

The automatic transmission was one of only two options available on the cars. The other was a choice of a gray or black interior. Standard features included: leather seats; AM/FM radio with cassette; air conditioning; power windows, locks and mirrors; a rear window defogger; tinted glass; intermit-



**"It corners very nice, because it's so low," Dave Pingle says. "It's not a real fast car, but it's very responsive."**



tent wipers; a tilt and telescopic steering wheel; and body side moldings. There were a few goodies available through dealers as well, including a luggage rack and black body striping.

For collectors, the DeLoreans have one endearing and enduring feature: they never rust. Leave them sit for years — and more than a few have — and the car will never need a repaint or any rust repair.

Pringle certainly isn't planning to do any restoration work — cosmetic or otherwise — on his low-mile DMC-12. He figures the car is just right the way it is, bullet hole and all. "You don't really need to. I don't know why you would want to [restore it]," he says. "I would imagine it's appreciating, but I haven't seen any recent valuations. I bought it to drive it and have fun with it. I haven't driven it a lot, but I'm not trying to be too careful. We drive it for fun locally, then put it to bed in the winter.

"It's a sports car. It's very responsive. You can over-steer if you're not careful. But once you get used to it ... you're fine. I have a '52 Olds, and when you turn the steering wheel, you have to wait a while for it to turn. This one is different. It corners very nice, because it's so low. It's not a real fast car, but it's very responsive."

Pringle cautions any would-be DeLorean DMC-12 owners that they will never be able to travel in such a car in anonymity. He gets greeted and shouted at constantly on the road, and any stops are sure to open up a conversation with a stranger. "Geez, it's almost too much," he laughs. "Gas stations are terrible. Everybody wants to take pictures and talk about the car. And a lot of people remember 'Back to the Future' and the flux capacitor ... It gets a lot of attention any time we take it out."

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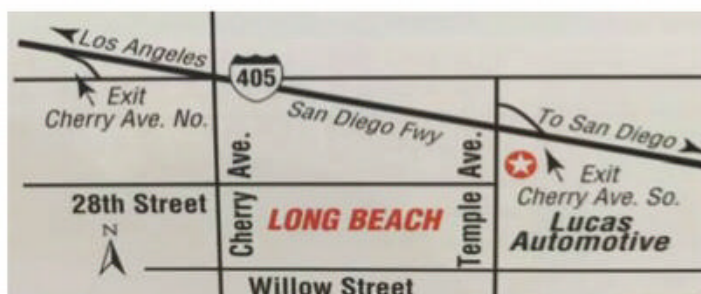


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950-14	2-1/4"	A	\$229.00	820-15	1" or 2-3/4"	C	\$209.00
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165HR14	CA-67	\$185.00	225/50YR15	P7 N4	\$325.00
185/70VR14	CN-36	\$159.00	225/65WR15	P5 <b>NEW</b>	\$259.00
205/70VR14	CN-36	\$299.00	255/60WR15	CN-12	\$465.00
155HR15	CA-67	\$219.00	285/40YR15	P7 <b>NEW</b>	\$555.00
165HR15	CA-67	\$209.00	345/35YR15	P7 <b>NEW</b>	\$569.00
165VR15	CN-36 N4	\$245.00	185VR16	CA-67	\$345.00
185/70VR15	CN-36 N4	\$295.00	165HR400	CA-67	\$255.00
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